

# Hongkong Daily Press.

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Hongkong, 16th April, 1906.

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[30]

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## BIRTH.

On April 26th, the wife of E. DE LUCA, of a  
daughter. [1026]

## DEATHS.

On May 4th, at London, H. M. BEVIS, of the  
Hongkong and Shanghai Banking Corporation  
(By cable). [1027]  
On May 6th, JENKINS NOWROOZE  
KATRAK, cotton and yarn broker. Funeral  
to-day at 9 a.m.HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MAY 7TH, 1906.

The annual report of the China Association reaches us rather late, after we have published our report of the meeting, and our London correspondent's comments thereon. There are, however, the numerous features of interest in this conscientious review of matters Oriental; and we will follow our custom of quoting salient passages only. It is gratifying to us to note that the report ignores the critics of the Anglo-Japanese Alliance, those who believe that the day is not past when a national isolation may be called "splendid". Although the Alliance may not "assure permanent peace in the Far East", it must go a long way in that direction. That was a nowadays less lightly entered upon is to be attributed, not to a universal conversion to the anti-war ideal, but to the existence of these national combinations, in which one party, less excited by the pinpricks of the moment, may be assumed to act as a brake upon the bellicosity of the other.

The report has nothing particularly new to say of the political situation in China, regarding as uncertain the direction which the latest forces—perhaps "seething forces"—were more apt—will take. We agree that the spirit throughout the Empire appears to be Chauvinistic; but without any desire to generalise or make too sweeping assertions, we should have thought the grounds for believing in "the increasing intelligence of the native press" were scarcely adequate.

It would have been interesting if the reference to Chinese currency could have been written with a knowledge of the observations by Mr. H. B. Monan, referred to in our last. The report refers to the alleged excessive coinage of copper, and its alleged debasement, two points which Mr. Monan considered to have been exaggerated. There is, of course, no disagreement whatever as to the mischief caused by the coins not being truly imperial; but it is not too much to expect that before the next annual report has to be issued the Chinese Government will have remedied this. With a really imperial currency, accepted in all parts of the Empire, the way would be more open for final reforms. The China Association's advocacy of an imperial silver coinage would not be long, we fancy, in being replaced by a request for the gold basis that was "deemed to be impracticable in China". It is not to be understood that it was the Association as a body which deemed it impracticable, although they may have decided that half a loaf is better than no bread.

The subject of railways evokes nothing very new, either; the present position of the railway movement generally is not quite so clear as might be thought; the influence of the Chauvinistic spirit previously mentioned cannot be accurately weighed. The remark in the report, that "it is doubted whether the capital will be forthcoming from native sources", is one that must be considered in the light of that factor. The intensity of the Chauvinistic feeling may perhaps be gauged by the popularity of these railway investments, which again (as we have just seen in Kwangtung) depends largely on the extent to which official interference is restricted. We certainly have doubts about the speedy and adequate development of a railway system by Chinese alone; but time will show. The suggestion from Hongkong, to import something of the new Alliance into this matter, viz., Japanese engineers and British capital, is described as "hardly feasible", with which we need not quarrel, although the reason given is insufficient. No account is taken of the third party to the transaction; that the Chinese may be unsympathetic toward both.

The observations on Trade Marks Regulations, Mining Regulations ("no progress made") and River Conservancy are well in line with public opinion on the spot, and need not be quoted. The Shanghai Mixed Court affair occupies the most space, and while the spirit of the comments to condemn the flagrant diplomatic attachment to "Red Tape", the terminology is diplomatically milder. The situation generally at the Northern Port is so anomalous that if we are to stick always to the letter of the law, ignoring its spirit, there is bound to be more trouble. Palmerstonian methods are the only ones to do any real good there now. For diplomats to say at one time it is not a foreign concession, and at others to intervene and arbitrarily upset the actions of the municipal government, is too confusing and helps the native obstructionists to "undermine an edifice which was raised and upheld by strenuous effort and constant watchfulness in the past".

The most interesting correspondence between the Association and its Hongkong branch is that in which the story of American enterprise at Whampoa is unfolded. Whatever was in it, it was a most useful spur to apply to those who could expedite the Kowloon-Canton railway business. That the Americans ever seriously hoped for a deep water port in the Canton river, one that could compete with Hongkong, is unlikely; but the argument (reprinted in another column) shows that there was a movement too potentially important to be ignored. The British portion of the line is expected to be completed in four years, by which time the negotiations should be on a footing to permit of the easier section being hastened. In any case, the fact of a determined start being made should cause less to be heard of this other terminus.

The English Mail of the 7th April was delivered in London on the 4th instant.

The old man who was knocked down by a tramcar on Thursday at West Point has since died.

By noon on Saturday 305 plague cases had been recorded, the last daily addition being six, all fatal.

The total receipts at the Treasury between January 1st and February 28th amounted to £6,607,631.51, while the total payments out were £1,862,653.65.

The Engineer Volunteer Company will attend night manning at Lyman to-night. The launch will leave Sub. Marine Pier, 6 p.m.; Kowloon Police Pier, 6.15 p.m., and Kowloon Docks, 6.30 p.m.

The writer of a recent review apologises for killing Mr. William Le Queux, whom he had confused with the late Guy Boothby. The pen of Mr. Le Queux is still busy.

The Right Hon. Charles Thomson Ritchie, first Baron Ritchie of Dundee, left estate of the gross value of £116,245 8s. 10d., of which the net personalty has been sworn at £78,119 7s. 9d.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 12 of 1905, entitled, an Ordinance to amend the General Loan and Inscribed Stock Ordinance, 1893.

Regulations relating to the examinations of masters and mates made by the Governor in Council under Section 4 (8) of the Merchant Shipping Ordinance, 1899 (No. 10 of 1899), are published in the Government Gazette.

The body of a Chinaman, who had been apparently dead for some time, has just been discovered by the New Territory Police under circumstances which point to murder. Deceased, who was a farmer at Ping Shan, had a wound on his forehead. A native has been arrested in connection with the affair.

The *Petite République* announces that M. Clémenceau, Minister of the Interior, has ordered the headquarters of the detective service, to cease all communication with Turkish and Russian Embassies. The Minister thinks that the duty of watching Turkish and Russian subjects residing in France is not incumbent on the French police.

An accident, which might have had more serious consequences, took place at the Headquarters Office in Fletcher Street on Friday afternoon, when part of the ceiling in the Paymaster's Office gave way. A considerable portion of the plaster fell on Captain Maroant, who, however, escaped with only his left arm injured.

A proposal is made (March 30th) to hold a meeting of the citizens of London with a view of expressing their appreciation of the services of Lord Milner to the Empire, more especially with regard to South Africa. The meeting will be non-political. An influential memorial is being signed to ask the Lord Mayor to grant the use of the Guildhall, and to preside on the occasion.

Duke P'u Tung (2) of the Imperial House, has been appointed to proceed to Northern Chinese Turkestan (H) and Uliassutai, after Mongolia, to make a report on the condition of the Russians on the frontier line there and to reorganise, if possible, without delay, the Mongol nomad tribes in that region. The Mongols are brave and expert horsemen and would make splendid irregular cavalry to the Imperial armies just as, it is said, the Cossacks are for the Russian army.

H. E. the Governor has been pleased to appoint Mr. A. J. Darby to be secretary to the Squatters' Board during the absence on leave of Mr. L. C. Rees, or until further notice; Mr. E. A. Hewitt provisionally and subject to His Majesty's pleasure to be an unofficial member of the Legislative Council in place of Mr. R. G. Sheehan, resigned; Mr. M. H. Logan to be district engineer on the Kowloon-Canton railway construction, British section; Mr. R. Baker to be personal assistant to the chief resident engineer of the British section of the Kowloon-Canton railway.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended April 30th, 1906, as certified by the managers of the respective banks, are as under:—

Banks.	Average amount	Specie in reserve
Chartered Bank of India, Australia and China	£ 3,521,199	\$2,500,000
Hongkong and Shanghai Banking Corporation	12,538,123	8,500,000
National Bank of China Limited	63,612	40,000
Total.	\$16,172,934	\$10,540,000

Amid tremendous enthusiasm, the Kaiser on April 2nd led the Eleventh Regiment of Hussars into Crefeld, in fulfilment of the promise given by him when visiting that city in 1902. On that occasion His Majesty asked the maids of honour assembled to tell him if they liked dancing, and if the Hottentots danced with them. The unanimous reply was that there were no Hottentots at Crefeld, and the Emperor thereupon promised to send a garrison. At the gates of the city the Burgomaster presented an address. The Emperor, replying, said the regiment had had as brilliant a reception as if it had been returning from a successful campaign. In conclusion, His Majesty said:—"This day I have kept my word with the city. When I give my word I keep it. I have brought your city its garrison, and young ladies their dance partners."

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Szechuen* left Shanghai on Saturday, the 5th inst., at 10 a.m., and may be expected here on or about Monday, the 7th inst., at 7 p.m.

The I.G.M. str. *Roon*, carrying the German mails with dates from Berlin of the 10th April, left Singapore on Friday, the 4th inst., at 6 p.m., and may be expected here on or about Wednesday, the 6th inst., at 8 a.m.

The I.G.M. str. *Widdow* left Manila, on Friday evening, the 4th inst., and may be expected here on or about Monday morning, the 7th inst.

The H.A.L. str. *Andalusia*, from Hamburg, left Singapore for this port on the 4th inst., at 4 p.m., and may be expected here on or about the 10th inst.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## ULTIMATUM TO TURKEY.

LONDON, May 5th.

Turkey has received an Ultimatum from Great Britain, threatening war in case no satisfactory answer or action is forthcoming within ten days. Great Britain has the diplomatic support of France and Russia in the matter.

## THE CHINESE COOLIE QUESTION.

MORE COLONIAL IRRITATION.

LONDON, May 5th.

Much irritation is felt in South Africa at the repatriation proclamation of the Home Government.

## LIGHT DUES REMAIN.

LONDON, May 5th.

The Bill proposing the abolition of Light Dues is defeated.

[REUTERS' SERVICE.]

## RUSSIA.

LONDON, 3rd May.

The correspondent of the *Telegraph* in St. Petersburg, says that M. Durnovo, the reactionary, has been dismissed, and is succeeded by M. Gorevskiy, an extreme bureaucrat, and an enemy of Count Witte, whose resignation is ascribed to ill-health, but is really due to the impossibility of fighting the reactionaries.

## THE EDUCATION BILL.

LONDON, May 4th.

The Opposition will meet the second reading of the Education Bill with a direct negative.

## THE INCOME TAX.

LONDON, May 4th.

A select committee has been appointed to consider the graduation of the income tax.

## THE RESIGNATION OF COUNT WITTE.

LONDON, May 4th.

Count Witte retires to private life.

## THE TURCO-EGYPTIAN BOUNDARY QUESTION.

LONDON, May 4th.

The *Standard* states Count Meternich has informed Sir Edward Grey that the Sultan cannot rely on the support of Germany in the event of a quarrel with Great Britain.

## THE KING IN PARIS.

LONDON, May 4th.

President Fallières has given a banquet to the King at the Elysee, at which the most cordial toasts were exchanged.

## CHINESE IN THE TRANSVAAL.

LONDON, May 4th.

A proclamation has been issued informing Chinese in the Transvaal that they will be aided financially, under certain conditions, if they are desirous of returning to China. The Proclamation has been published in the Rand.

(N.C. Daily News Service.)

## TRUTH OR TERRITORY?

Peking, April 30th.

It is reported that many Russian priests have recently entered Tibet under the pretext of studying Buddhist principles.

## THE TOKYO REVIEW.

Tokyo, April 30th.

Ideal weather prevailed for the unique spectacle to-day and the triumphal review of the troops was an unequalled success. There participated 2,127 officers and 29,079 men, belonging to 109 regiments, and the line of troops extended over ten miles.

H.M. the Emperor and the member of the Royal Household, including Prince Wilhelms of Coes, drove to the review followed by Marshal Marquis Oyama, General Kodama, Chief of Staff, the Governor-General, the army corps commanders, and Col. Hume, British military attaché.

Upon the completion of the march past the Emperor granted a rescript in which His Majesty expressed his gratification at the high morale and good organisation of the troops. Marshal Oyama replied.

After luncheon the troops marched round the Palace Grounds and were dismissed near Hibiya Park.

The balloon corps participated in the review. A street procession was also arranged. Marshal Oyama, in an interview, made a plea for national unity.

General Nogai said the review was not intended as a display merely, but it aimed to testify to the progress of the army and to pledge himself to endeavor to prevent the nation, now that the war is over, losing the warlike spirit.

General Kawazumi said that the high morale of the troops was a consequence of the national spirit, which it was most advisable to keep always high.

## CONCERT AT WELLINGTON BARRACKS.

Counter attractions were probably responsible for the small attendance at the concert given by the Royal Engineer Variety Club in Wellington Barracks on Saturday night. The programme, however, was up to the usual standard, and the demand for an encore in nearly every instance was proof that the performers' efforts were appreciated. Mr. A. J. Bacon opened with the song "Beloved". The comic song "Ding Dong" was well sung by Mr. W. Jury, and Mr. J. Williams' singing of "My Cosy-Corner Girl" proved attractive.

The quartette "When I think of you," sung by Messrs. A. J. Bacon, W. F. Adolphy, R. G. Turner and J. D. Le Grove was well received, as was Mr. A. King's clarinet solo. Mr. H. W. Ray's song "Up the West" would have been a greater success had the singer known the words. The prompter failing him, the breaks were too frequent. He was more successful in his second song "The man behind". The new lion comique, Mr. W. L. Leckie, created much amusement, his songs "Enquire Within" and "Sandy" keeping the audience in a good humour. For her singing of "Blue Bell" little Miss Coyle received a flattering ovation. The refrain in this case, as in many others, was taken up by the audience, who appeared anxious to help the singers. Mr. R. G. Turner's fine tenor voice was heard to advantage in "Sing me to sleep", and later his whistling song proved a pleasing item. The duet "We would" by Messrs. Adolphy and Leckie provoked roars of laughter, as did their medley, "In Zanzibar", as sung by Mr. T. Williams, captivated his hearers, and the quartette "Jennie Lee", by Messrs. Bacon, Adolphy, Turner and Le Grove, received the applause it merited. The concert ended with the laughable farce "Sunshine and Rain", in which Messrs. Moriarty, Jury, Turner and Leckie treated the audience to a good ten minutes of undisturbed fun.

The officers of the Club entitled to credit for this excellent entertainment were:—President, Major C. M. F. Watkins, R.E.; General Manager, Q.M.S. A. J. Bacon, R.E.; Hon. Sec. and Treasurer, Corp'l. T. Williams, R.E.; Scenic Artist, S. S. J. B. Northam, R.E.; Accompanists, Mr. E. Sheffield and Corp'l. E. Morris, A.S.C.; Stage Manager, Sapper W. L. Leckie, R.E.; Assist. Manager, Lieut. Corp'l. F. O. Mahon, R.E.; Stage Carpenter, Sapper H. E. Moriarty, R.E.; Property Manager, Sapper F. E. Piddock, R.E.; Electrician, Lieut. Corp'l. R. G. Turner, R.E.

## POLICE COURT.

Saturday May 5th.

BEFORE MR. F. A. HAZELAND (FIRST  
POLICE MAGISTRATE).

## CONSTABLE CHARGED.

The Indian police constable charged with assaulting a Chinese boy whom he had taken prisoner, was remanded. The boy who was not expected to recover, has greatly improved.

## ALLEGED MURDER.

Two coolies named Tung Kai-sing and Chung Shiu were charged with the murder of Mak Kwai at Yamati on Friday afternoon. The three men were engaged in unloading a junk, when the deceased in arranging the gangway caused a basket to fall overboard. The other two quarrelled with him for doing this, and ultimately attacked him, administering, it is stated, blows and kicks. He was rescued by the foreman, but soon afterwards complained of feeling unwell and expired in half an hour, before medical assistance could be obtained.

## THE COLONIAL PRESS.

In the House of Commons on April 4th, a *propos* South Africa, Mr. Balloch (Salford, 8.) said:—"May I ask the hon. gentleman whether it would not be possible, seeing what the London Press is at the moment, for the Government to send out negations of the abominable lies that are published?" (Hear, hear.)

Mr. Healy—Could the names of Reuters' correspondents in Africa be given, could they be identified?

Mr. Churchill—I think the question is an extremely important one, and I can assure the hon. member that the state of the information sent to Africa does receive the careful consideration of the Government. I admit it causes me little anxiety that the Press in the Colonies is largely under the influence of one particular section of opinion, and that not the predominant section of opinion in the country. (Hear.)

This, from Mr. Churchill, is almost a compliment to the Colonial Press.

## PRINCE ARTHUR.

A correspondent reports in the *Times* of April 2nd.—Prince Arthur of Connaught and his wife arrived at Vancouver shortly after noon on Saturday from Victoria. His Highness was met on the quay by the Mayor (Mr. Buscombe) and by members of the Municipal Council, the President and members of the Board of Trade, and a vast concourse of people. The Prince had a most enthusiastic reception. The Duke of Connaught's Own Rifles furnished the Guard of Honour, and escorted His Highness through the principal streets, which were beautifully decorated for the occasion. A half-holiday was proclaimed by the Mayor. Thousands lined the streets, and cheered the Prince enthusiastically. A notable feature of the reception was the conspicuous part taken by the Japanese population, which numbered nearly 2,000. The Prince, in replying to an address of the mayor and corporation, expressed his thanks for the cordiality of his reception by the citizens. Especially was he delighted at being met by a regiment bearing the name of his father. It would be a source of delight to convey to the King the loyal greetings of the people of Vancouver, a city which was destined to become one of the great maritime ports of the world. The Prince inspected the Rifles at the armouries, after which he went for a drive in the famous Stanley Park, later visiting lumber mills. In the evening there was a brilliant display of fireworks from the harbour. The Prince and suite left Vancouver quietly yesterday for the East. Three or four days will be spent in the Rockies fishing and hunting.

## HONGKONG JOTTINGS.

A correspondent replies to the contribution which I inserted last week on the subject of the prohibition of sport at the Happy Valley on Sundays. He points out that the restriction only applies to the football and cricket grounds, and as most of the Valley is allocated to particular clubs, few of whom care or have opportunities to play on Sunday, no great hardship is inflicted at all. Lawn tennis and golf, with the usual children's pastimes, are in full swing every fine day, so that after all there seems little cause for complaint.

Some time ago I made a reference to the popularity of billiards in the colony. To say that this game is popular is only stating the obvious, but there are indications that its devotees are becoming more numerous. Our wealthy Chinese friends have now first class tables in their houses, and among the native population exists can be counted in hundreds. In this connection, I am informed that a series of billiard tournaments between the Water Police and the Kowloon Cricket Club have been inaugurated, and that the first game—300 up—played on Thursday between Sergt. Eamer and Mr. Beauville resulted in a win for the former by 90 points. The tournament, I am told, is not to be confined to billiards, but will include tennis and bowls. That reminds me that a billiard tournament has been arranged at the King Edward Hotel and a committee has been elected from those interested to conduct the competition.

The other day I rescued a very quaint document from the waste paper basket. It was a letter, written by an Indian money-lender, defending one of his compatriots against certain nasty remarks made against this "coloured Shylock." There were evidences of much care in the composition of the letter, but apparently these did not appeal to the editor, who consigned the effusion to the place where so many other crushed hopes lay. However, it was resurrected, and as I saw the quaint statements with which it abounded I thought, I could not do better than reproduce one or two of the choicest. For instance he ridicules the Chinaman's defence that his wife died, but perhaps I had better give his actual words—"Also for his defence, defendant says that his wife is died already, leaving two children helpless, and for funeral expenses he spent a lot of money and now he is ruined. Therefore defendant seems very unfortunate for he lost two wives already, one on obtaining this loan and other now when demand is made for payment of his debt, and while he owes the debt as yet, but we think he has a lot of money to arrange for his marriage and to pay his solicitor but he has nothing to pay off his debt. But in reality no his wife is died and children are left helpless, this only he announces to his readers as he thinks that on hearing him in such trouble, they will unsympathetically with his creditor who has demanded the payment of the money."

From what follows it is apparent that our Indian friend is a man of observation. He knows the tricks of the natives, for he adds:—

"And it is Chinese common rule to solve their trouble by saying that some of his parent is sick or died and as every European gentleman in Hongkong knows very well, that when some of his Chinese servants absents from his service and on returning to solve his trouble he may say that some of his parent was sick or died in the country. Such is defendant's case, which resulted in vain, for he was guilty according to the law."

The lawyers will appreciate the next paragraph:—

"And on receiving the writ, instead of paying off his debt, he paid a considerable sum to his solicitor all in vain, for he knew it very well, that he is guilty according to the law, and is to pay the plaintiff the money being due to him and promissory note given by him to the plaintiff. Was it not much better for him to pay off his debt respectively, instead of paying to his solicitor all in vain?"

After showing that his position is "ten folds hard" than that of defendant, he waxes eloquent in his defence of moneylending as a profession. He writes:—

"And as he points out only the Indians as moneylenders in Hongkong, but everyone who first steps in to the Supreme Court house, is the lender of money, goods, service, etc., and most part of the trade is carried by people by lending of money, goods, etc. Why he only paints the Indians as moneylenders, are they not resting under the flag of the Great Britain, but he himself in case of emergency is to take a passage to Canton from where he never can be seen."

The ingratitude of the Chinaman rouses his ire, and he proceeds to chastise him with a scathing pen:—

"Defendant soon forgot the day of this loan, when to comply his need, he had begged hard for about twenty times of the watchman, and when payment is demanded now he says the Indian foolish and shams for whom he says no sympathy should be shown, and he wishes to the bar and judges the Supreme Court of the Hongkong, and all who may read this paper will ignore of the cunning trick of this guilty scholar, known as " (here follows defendant's name)."

BANYAN.

## "THE GREAT THURSTON."

Not one member of the large audience which filled the Theatre Royal on Saturday night left the building disappointed. That most people were nonplussed and puzzled by the extraordinary things which "The Great Thurston" did before their astonished gaze goes without saying, and while a few "didn't believe he did what he seemed to do," the majority went away pleased and impressed, agreeing that Howard Thurston was a great conjuror and illusionist as he was reputed to be. Some philosophers have remarked that the public enjoy being fooled, but whether that be true or not, we know that the mysterious always possesses an attraction for the many. Thurston, who claims to be the originator and inventor of almost every illusion he presents, practically sustains the programme himself, and though tricks of legerdemain by no means uncommon in the realm of entertainment, it is a recent testimony to the ingenuity and marvellous skill of this notable entertainer that the audience never tired of his performances and would have watched them for a much longer period than he cared to appear on the stage.

It seems futile to attempt to describe the programme. The first part was devoted to card tricks, the mysterious production of pigeons from most unlikely places, the extraordinary disappearance of a young lady from the stage and her equally remarkable re-appearance, and the wonderful Princess who disappeared from the platform and was found inside a box enclosed in two others and suspended from the centre of the ceiling of the theatre itself. But there was fun as well as mystery in this part of the programme. The little boy's difficulties with the eggs were so ingenious as to be worth provoking, while screams of laughter followed the pranks of the magician as he drew showers of cards from the person of a young man who had ascended the stage as an assistant and who made a bolt for the comparative seclusion of the pit when he found a huge duck struggling under his jacket. The performance which he described as "Creation" produced a great sensation. A tank was placed on the stage filled with water, and was afterwards enveloped with a cloth, which he had previously shaken out. It was scarcely allowed to rest there half a minute when it was withdrawn, and a young lady was found reclining at the bottom of the water like one of the fabled mermaids. To remove any suspicions that may have been aroused, the performance was repeated, but the audience felt pleased that they accorded him their heartiest plaudits.

In the second part, Miss Maud Amber and Mr. Winfield Blake occupied the stage together and endeavored very successfully to "sow a little smile seed." Their vaudeville style of entertainment was very amusing and proved so acceptable that encores were demanded and acknowledged. Then followed a series of moving pictures, with magic letters by the Edisonograph, by which time the stage was ready for some Chinese magic, performed amid the quaint picturesque settings peculiar to the Middle Kingdom.

The third part opened by Miss Maud Amber singing a new song "I've got my fingers crossed," illustrated by animated photographs, and then Mr. Thurston produced several of the most wonderful illusions ever seen on any stage. The price of admission was reserved to the end, when a young lady was apparently hypnotised and laid on a couch, from which she rose in a horizontal position in obedience to the motions of the magician. Then suspended in mid-air and perfectly motionless she appeared to defy the law of gravitation by hanging there without any support. Afterwards she began to revolve in the same inanimate manner, and a hoop was passed over her to make it appear that she had no tangible support. The trick was indeed inexplicable. As already remarked, this brought the programme to a close, and Thurston's reputation in Hongkong was established as an artistic conjuror and a weird and clever magician.

## THE S.S. "CHUKONG."

The s.s. Minerva arrived in port yesterday, having on board thirteen survivors from the wreck of the Chukong, which foundered near Swatow on the 27th ult. Mr. Benjamin Ratter, chief engineer, was the only European who escaped. He jumped into the sea before the vessel went down and was picked up by the boat which the Chinese crew had previously launched, and was taken to Swatow. The other Europeans on board, Captain W. Bright, Mr. J. Service, chief mate, and his wife, were drowned.

## DEATH OF MR. H. M. BEVIS.

Information has reached the Colony by cable of the death of Mr. H. M. Bevis, which took place at London on Friday. Mr. Bevis, who was home on furlough, was on the staff of the Hongkong and Shanghai Banking Corporation, in which service he had a long and honourable record. Transferred from the London office to Hongkong in 1876, he applied himself to his duties so assiduously that in five years he was appointed accountant at the Shanghai Branch. There he remained for three years, and returned to Hongkong as chief accountant, but he went back to the Shanghai Branch a few years later as sub-manager. In 1891 he was promoted to the management of the Yokohama Branch and again went back to Shanghai in 1894, this time as manager. For two years he acted as Inspector of Branches, and then was manager at Yokohama, from which place he came to Hongkong as Acting Chief Manager in 1900, during the absence of Sir Thomas Jackson on leave. Shanghai again claimed him as manager, and in March of last year, having passed through a serious illness, he went home on holiday. A man of 30 years' experience of the East, Mr. Bevis had many friends here to whom news of his death will come as a shock.

## THE HARBOUR MASTER'S REPORT.

The following extracts are from the Harbour Master's report on Hongkong shipping for the year 1905:—The total tonnage entering and clearing at ports of the year 1905 amounted to 34,185,091 tons, being an increase, compared with 1904, of 622,305 tons, and the highest tonnage yet recorded. There were 227,399 arrivals of 17,422,308 tons, and 224,849 departures of 17,422,308 tons. Of British ocean-going vessels, 3,883,050 tons entered, and 3,833,274 tons cleared. Of foreign ocean-going vessels, 2,977,500 tons entered, and 2,904,385 tons cleared. Of British river steamers, 2,776,982 tons entered, and 2,777,040 tons cleared. Of foreign river steamers, 3,297,743 tons entered, and 3,298,854 tons cleared. Of steamships under 60 tons trading to ports outside the waters of the Colony, 35,724 tons entered, and 35,724 tons cleared (these figures do not include private steam launches). Of junks in foreign trade, 1,228,960 tons entered, and 1,440,474 tons cleared. Of steamships under 60 tons plying within the waters of the Colony, 4,622,661 tons entered, and 4,546,651 tons cleared. Private steam launches or the Star Ferry Co's craft are not included in these figures, as the company state that no record is kept of the number of trips made, or passengers carried by their vessels. Of junks in local trade, 1,191,717 tons entered, and 1,170,446 tons cleared. Thus—British ocean-going vessels represented 22.4 per cent.; foreign ocean-going vessels represented 17.0 per cent.; British river steamers represented 16.2 per cent.; foreign river steamers represented 2.0 per cent.; steamships under 60 tons, foreign trade, represented 0.2 per cent.; junks in foreign trade represented 8.4 per cent.; steamships under 60 tons, local trade, represented 3.8 per cent.; junks in local trade represented 7.0 per cent.; the exception of the large increase in steam launches plying within the waters of the Colony, which affords good evidence of the enhanced internal traffic in the Colony. The actual number of ships of European construction (exclusive of river steamers and steam launches) entering during the year was 889, being 506 British and 383 foreign. These 889 ships entered 3,928,000 tons, and gave a total tonnage of 4,756,000 tons. This, compared with 1904, 4 more ships entered 81 less tons, and gave a collective tonnage increased by 212,800 tons.

Ocean vessels under the British flag show a decrease of 320 ships of 36,440 tons. This decrease shows any significance it may at first sight appear to possess when viewed in conjunction with my report for 1904, where an increase appears of 332 ships of 320,393 tons, which is shown to be practically due to special circumstances connected with the late war. These special circumstances being removed with the advent of the Baltic Fleet in Far Eastern waters in April, 1905, the shipping tended to return to its normal state, and we are left with a net increase over the figures for 1903 (neglecting those for 1904) of 33 ships of 883,891 tons. This seems to show a continuance of the general increase in size of British ships trading to the Far East. In British River Steamers there is an increase shown of 1,610 ships, which is due to the additional small craft plying between here and Mira Bay, which have been treated as river steamers, though they do not strictly satisfy the definition. The decrease in tonnage, of 143,338 tons, is accounted for by the fact that three moderate sized vessels were taken off the run early in the year, and much smaller craft substituted. For foreign ocean vessels an increase of 149 ships of 489,329 tons is shown. Here, again, reference to my 1904 report is necessary in order to properly appreciate the significance of the figures. During that year, on account of the war, there was the enormous decrease of 1,149 ships of 1,910,589 tons, of which Japanese shipping accounted for 834 ships of 1,809,000 tons. The causes militating against the employment of Japanese ships were not removed until late in 1905, indeed, they are not completely removed until now, so that the increase shown is but the partial restoration to normal conditions, and should really be read as a net decrease, on the figures for 1903, of 1,000 ships of 1,440,951 tons. In foreign river steamers, under 60 tons in foreign trade, entered during the year, giving a daily average entry of 24.81 as compared with 23.25 in 1904. If the figures for foreign trade junks are added, the daily average would be 70.5, as against 71 in 1904. The 506 British vessels carried 3,793 British officers, and 3,793 British crew, as follows:—British, 3,793; Dutch, 2; Norwegian, 1; Swedish, 1; United States, 26. Thus, the proportion of foreign officers serving in British vessels was 0.19 per cent., comprising 4 nationalities. A decrease of 0.8 per cent., with an increase in number of officers borne, in a slightly decreased number of vessels. The 383 foreign vessels carried 2,895 officers, of whom 119 were British, as follows:—In Chinese vessels, 80; French, 3; Japanese, 3; and in United States, 11. Thus, 2.1 per cent. of the Officers serving in foreign vessels visiting the port were of British nationality. A decrease of 2.51 per cent., with a decrease in number of ships and of officers borne therein. The 56 British vessels carried, as crews, 30,933 British, 2,818 other Europeans, and 108,032 Asiatics; while the 383 foreign vessels carried 1,219 British, 4,553 other Europeans, and 78,226 Asiatics. This shows a growing tendency, when compared with previous years, for vessels to employ their own nationals to the exclusion of Asiatics and other Europeans.

My opening remarks under the heading of trade in my report for 1904 are as applicable now as then. The inaccuracy of these cargo returns is strikingly exemplified in the enormous increase shown in the import of sugar, which amounts to 108,451 tons, or an increase of 51.5 per cent. From enquiries made, it appears that no such abnormal increase has taken place, and the explanation of the discrepancy is that the sugar returns, since the passing of the Sugar Convention Ordinance and the regulations made thereunder in June, 1905 (a period of only six months), have, for the most part, been accurate, so that, apparently, double this amount of sugar has, in previous years, if reported at all, been reported as "General." Under the heading imports there appears a decrease of 280,833 tons, or 6.7 per cent. Though the general tendency is towards decrease in most of the items, there are substantial increases reported in cotton, hemp, and general cargo, of 70.2 per cent., 38.2 per cent., and 1.9 per cent., respectively, but it is difficult to say if these are genuine increases or no. Prominent among the decreases are—Coal, 68,467 tons, or 5.9 per cent. This is probably due to the cessation of maritime warlike operations. Flour, 81,418 tons, or 52.9 per cent. This appears to be due solely to the "boycott" of United States' goods. Bulk kerosene, 13,554 tons, or 23.8 per cent. It seems that this is merely due to the fact that large cargoes which in previous years

would have been landed here, have been carried on to other ports in the same bottoms, and hence come under the heading "Transit." Case kerosene, 26,186 tons, or 26 per cent. This reduction, again, may be ascribed to the "boycott." Liquid fuel, 8,977 tons, or 91 per cent. There would appear to be little demand here for this form of bunkering, hence this decrease. Rice, 257,168 tons, or 31.2 per cent. This, though a decrease on the figures for 1904, appears to represent merely a return to normal conditions after the enormous rice trade to the North during the earlier stages of the war. An increase is reported of 263,492 tons in Transit cargo. The reports show a decrease of 263,100 tons in export cargo for 1905 amounted to 25,704 vessels of 11,328,015 tons, carrying 7,830,424 tons of cargo, of which 4,415,066 tons were discharged at Hongkong. This does not include the number, tonnage, or cargo carried by vessels in local trade. Similarly, the export trade of the port was represented by 25,814 vessels of 11,325,601 tons, carrying 3,011,305 tons of cargo, and shipping 651,322 tons of bunker coal. During the year 1905, 16,303 vessels of European construction of 10,706,728 tons (net register), reported having carried 10,277,839 tons of cargo, as follows:—Import cargo, 3,869,751 tons, export cargo, 2,845,701 tons, transit cargo, 3,415,488 tons. Bunker Coal shipped 640,093 tons. The total number of tons carried was, therefore, 52,15 per cent. of the total net register tonnage (or 71.24 per cent. exclusive of river steamers). The total number of European constructed vessels importing cargo for the year was 8,155 having a tonnage of 9,883,325, the net increase in the number of vessels being 694 and in the tonnage 235,575. The number of tons of cargo imported was 3,869,751 tons, compared with 4,150,639 for 1904, 8,143 European constructed vessels having a tonnage of 9,843,403 tons exported cargo during the year, the net increase in the number of vessels being 637 and in the tonnage 243,841 tons. The quantity of cargo exported for 1905 was 2,845,701 tons as against 2,695,861 tons for 1904.

The river trade in imports, exports and passengers compared with the previous year was as follows:—

Year	Imports	Exports	Passengers
1904	294,216	24,534	2,331,586
1905	294,425	212,649	2,673,202

48,403 junks measuring 2,620,083 tons imported 882,459 tons of merchandise to the Colony during the year, while 48,339 junks measuring 2,616,920 tons exported 721,551 tons of goods. The net increase in the number of arrivals and departures, including emigrants for the year is 453,852, the numbers being 3,319,235 for 1905 and 2,865,383 for 1904. The total revenue collected by the Harbour Department during the year was \$300,567.76, being a decrease of \$36,19 on the previous year. On the 31st December, there were 276 steam launches employed in the harbour, of these, 102 were licensed for the conveyance of passengers, 147 were privately owned, 15 were the property of the Government, and 6 belonged to the Imperial Government in charge of Military Authorities. The number of third class certificates were suspended, 4 for three months, 2 for two months, 5 for one month, 1 for six weeks; two masters were cautioned and discharged respectively, 442 engagements, and four hundred and thirty-three discharges of masters and engineers were made from 1st January to 31st December. Eleven steam launches were permitted to carry arms, etc., for their protection against pirates, of these, nine were previously permitted, and two during the year. The number of boats launched for various places, during the year, of the 48,339 were carried by British ships and 16,052 by foreign ships, 140,483 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 113,796 were brought in British ships and 26,687 by foreign ships. During the year, 17 ships were registered under the provisions of the Imperial Merchant Shipping Act, and 8 certificates of registry were issued. 273 documents were dealt with in connection with the Imperial Merchant Shipping Act, the fees collected thereon amounting to \$1,265. Seventy-five cases were heard in the Marine Magistrate's Court, refusal of duty on board ship and breach of Harbour Regulations were the principal offences.

During the year, 336 permits were issued, under the provisions of the Ordinance for Sunday cargo working. Of these, 38 were not reported as having been issued, and 298 for the ship to work cargo on Sunday, and the fee paid for the permit was refunded in each case. The revenue collected under this heading was \$43,575; this was \$1,850 more than in 1904. The station at the Island of Cheung Chau was opened in September, the one at Tai O in the Island of Lantau, in October of 1899, that at Tai Po in Mira Bay, on board the Police steam launch, in January, 1900, that the Deep Bay, on board the Police steam launch, in November, 1901, that at Sai Kung in April, 1902, and that Long Kat, on board the Police steam launch, in April, 1905. From 1st January to 31st December, 1905, 9,138 licences, clearances, permits, etc., were issued at Cheung Chau, 9,937 at Tai O, 6,284 at Tai Po, 4,177 at Deep Bay, 2,564 at Sai Kung and 3,267 at Long Kat. The revenue collected by the Harbour Department from the New Territory during 1905, was \$18,421.95.

## EARTHQUAKES IN FUKIEN.

Recent issues of the Peking Daily News, which is published at Amoy, give accounts of earthquakes which have been felt in Fukien. On the 29th of March, and a few days after, there were repeated shocks experienced at the large agricultural city north of Amoy called Chuchow. At a village called Esson Prison, a hill, on which there were many graves, split in several places and left the graves open with the coffins broken in fragments. The people were terrified on seeing the dead thrust as it were, from the tombs. On the 30th of March at 3:30 a.m. a large region west of Yangpingfu (140 miles west of Fochow) was visited by a violent shock lasting about half a minute. Many buildings were injured, though none fell. The shock was accompanied by a noise like thunder. The people were panic-stricken. A few days previously the same region and Salsina further to the south-west had been visited by a very unusual hail-storm. Suddenly in the afternoon a violent wind swept over the country causing considerable damage to fields and houses. The wind was followed by a perfect torrent of rain during which the mercury in a few minutes dropped several degrees. An ominous noise, as of heavy swells on the ocean, was next heard and almost immediately hailstones "from the size of a pea to a rice bowl" began to fall. Some roofs were badly broken. The populace is greatly alarmed because of these unusual phenomena.

The very rich at once abhor and crave parsimony, abhor its expense, and crave its economy. Without it how could they keep up their blustering delusion that they are great persons? The angry glance that the rich man casts over his shoulder at the poor man is a witness of his comparison with the rich man he would cast over it were he to find it empty.

## THE WHAMPOA DEEP-WATER PORT SCHEME.

The annual report of the China Association includes correspondence between the Hongkong Branch and the London Committee. Following is an extract from letter dated 21st April, 1905:—

Dear Sir,—For some time past evidence has been accumulating which tends to show that a serious movement is on foot having for its object the opening of a port to serve eventually as the terminus of the Hankow-Canton Line. The idea is held to be impracticable by many whose opinion is entitled to respect, and who rely upon the natural advantages possessed by the harbour of Hongkong to defeat all efforts to challenge the supremacy of this port. We hope that the optimistic opinion is warranted by all the facts of the case, but there are certain facts which ought not to be lightly regarded and which are yet seldom referred to. We have nothing to oppose to the view that, regarding the larger ocean-going vessels, there is nothing to be feared. The new Pacific liners can never go to Whampoa, nor can the German mail steamers, no steamers, in fact, drawing anything over 26 feet. But with respect to steamers drawing no more than this, it is unsafe to assume no rivalry can be set up. A scheme for dredging a channel through the bar below Whampoa—the so-called "second bar"—has recently been put forward, and is receiving the favourable consideration of the Chinese authorities. It is proposed to devote a large sum of money to this object, of which a considerable part will be set aside from the I.M.C. revenue. The proposed dredging operation would only be required to cut a channel some quarter of a mile long. If successful, ships drawing as much as 26 feet could get up to Whampoa at spring tides, and as much as 24 at neap tides. In referring to the proposed operation, the port authorities have stated that "Whampoa is the only anchorage with a depth of water in the vicinity is being bought up shows that the Chinese are going to try and make it there. A group of influential Chinese are interesting themselves in the project, and we have good reason to believe that they are receiving every encouragement from the Chinese Authorities. It should not be forgotten that the latter view the existing Kowloon frontier arrangements as a serious hindrance to the active safeguarding of the Kowloon revenue. They have never ceased to resent the action of the British Government in taking over the whole of the waters of Deep Bay and Mira Bay, and they regard the Hongkong Government as the protector of the local smuggling activities which, they believe, are a source of considerable loss to the Customs Revenue. They are apt, therefore, from the Vicerey downwards, to view this Coleridge as no friend of the port, and the prospect of drawing away our trade, or any part of it, to their own shores is one which can hardly fail to appeal to them most powerfully.

The group of influential Chinese already referred to appear to be led by the man who is the guiding spirit of the Swatow to Chou-chou-fu railway, at present in course of construction. A similar scheme for a Chinese subsidized and Japanese built railway from Canton to Whampoa has been under consideration for some time past. Hitherto all purely Chinese railway proposals, private or official, have come to nothing, and it would have been safe formerly to regard the idea of indifference towards such a project. Latterly, however, the position has changed. The appearance on the scene of the Japanese engineer working in combination with the Chinese capitalist has created an entirely new set of circumstances. As you are doubtless aware, the capital to build the line from Swatow to Chou-chou-fu has been mainly subscribed by Chinese in the Straits and in Java. Japanese engineers are constructing the line, and we understand that some 200 Japanese, all told, are employed upon it in various capacities.

The experiment is being watched with the keen interest of the Chinese, and it appears probable that in the event of success there will be a powerful demand from the more enlightened and wealthier classes all over the Empire to be allowed to build under like conditions their own railways wherever required. On the success or failure of this little enterprise would seem to depend the future course of the development of railway building in China. In the event of success, we may expect to see increased opposition offered both by officials and people to any future schemes for building railways with foreign capital.

In view of this, the importance of pressing ahead with whatever preliminary steps are necessary to prepare the way for the loan required to build the Kowloon-Canton line, in order to have it ready for flotation at a favourable moment, has become increasingly apparent. Hence our constant representations on this subject. One line would have been safe formerly to regard the idea of indifference towards such a project. Latterly, however, the position has changed. The appearance on the scene of the Japanese engineer working in combination with the Chinese capitalist has created an entirely new set of circumstances. As you are doubtless aware, the capital to build the line from Swatow to Chou-chou-fu has been mainly subscribed by Chinese in the Straits and in Java. Japanese engineers are constructing the line, and we understand that some 200 Japanese, all told, are employed upon it in various capacities.

If there had been any doubt about the matter our message would have been on a much different basis. Often it is not possible to obtain precise information when it may nevertheless be advisable to utter a warning note, and in cases of this kind we shall always take the precaution of using guarded language calculated to make clear to you the uncertain nature of our information. In this case there was no doubt, and we therefore telegraphed a plain statement of fact. When we adopt this course we trust that you will give credit for having something more to go on than the rumour.

As regards the railway negotiations in progress at Peking, we trust that the B. & C. Corporation will not fail to take into consideration the danger to this Colony arising out of delay.—I am, Dear Sir,

Yours faithfully,

M. STEWART,  
Hon. Secretary.

## KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (£3-12-6d.) \$38.00  
" 4 CARTRIDGE " (£5-15-0d.) \$60.00

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TELEPHONE No. 135.

Regarding the anchorage possibilities of the proposed new port, I wrote on the 3rd that "nevertheless not at Whampoa, there is fair depth of water in places." It would have been more broadly true to say that both at and near Whampoa there is very considerable depth of water in places—often as much as forty feet, I am told on good authority. In this respect the proposal offers no difficulty. The difficulty is to get there. At present, as you are very well aware, there is a barrier below Whampoa, one of three monuments of Chinese fatuity, at present blocking the river. The other two are in the back reach, as you also know very well. That which crossed the river just below Whampoa is already under process of demolition. There is again the difficulty presented by the "second bar." With the proposal to dredge a channel through this I dealt last week. In addition to these obstacles, I am well aware that the crossing east and north of Lintin Island will always require very skilful navigation to negotiate in a ship drawing 26 feet, but with careful piloting it can be done, and that being so, Whampoa has only to offer sufficient inducement and it will be done.

The Vicerey was recently interviewed on these questions. He denied that the Americans were moving in the matter. But he also denied that the Hankow-Canton Agreement conferred upon them a right to bring their line to the sea. This appears to indicate that he had heard of their aim and claim, and moreover, had exercised his mind upon it.

But whether by Chinese or Americans, or by both combined, the setting-up of a rival port would be a very serious matter for Hongkong, and it behooves us to leave no stone unturned in the endeavor to discourage the growth of the idea.

I am, Dear Sir, Yours faithfully,

M. STEWART,  
Hon. Secretary.

Joseph Welch, Esq.,  
Hon. Sec., China Association, London.

The following replies were made:—  
19th May, 1905.

Sir,—At meeting of the General Committee held on the 16th instant, your letter of the 3rd April was read, in which you state your would be a very serious matter for Hongkong, and it behooves us to leave no stone unturned in the endeavor to discourage the growth of the idea.

The Chairman remarked that in negotiations with the Chinese delay is unavoidable, and pointed out that no one would be more hurt by the delay than the British and Chinese Corporation themselves. The agent of the Corporation at Peking is now, with the assistance of the British Minister, pressing for the assent of the Chinese Government to the agreement already arrived at between the Corporation and the British Colonial Office.

Yours faithfully,  
JOSEPH WELCH,  
Hon. Secretary.

26th May.  
Dear Sir,—I have the pleasure to acknowledge the receipt of your letter of 21st April, referring particularly to the American application for a deep-water harbour near Whampoa, to serve, eventually, as the terminus of the Hankow-Canton railway, and to the fears entertained that the establishment of the proposed port would seriously affect Hongkong.

The information given in your letter appeared to be so important that on the 23rd instant I called at the Foreign Office with a copy of it, which I left in their possession. They are in accord with your views that if the British and Chinese Corporation could get in first with their line to Canton, the idea of starting an opposition port would receive considerable encouragement. On the day previous to my call the British and Chinese Corporation had made representations about the delay at Peking to the signature of the final agreement provided for by the understanding with the Colonial Government, and I understand that the Foreign Office are telegraphing to Sir Ernest Satow to press the matter forward, though they do not yet feel to be in a position to accuse the Chinese Government of delay.

I can say with confidence that the B. & C. Corporation are doing their utmost to get the agreement signed, and are most anxious for the construction of the railway to be commenced. Their agent has been in Peking for some weeks endeavouring to get the agreement discussed and signed, but the matter has been put off from time to time on one plea or another. It is hoped that the telegram to Sir E. Satow will hasten the decision.

No difficulty is anticipated in raising the loan required to build the line.—Yours faithfully,

JOSEPH WELCH,  
Hon. Secretary.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 5th at 12:05 p.m.—The barometer has risen over E. Japan, and fallen in W. Japan, the Loochees and the China coast.

A depression appears to be developing over Central China. Pressure is high over N. Japan.

Light to moderate S.E. and S. winds are indicated in the Formosa Channel, and over the N. part of the China Sea, accompanied by fog along the coast.  
Forecast:—Light to moderate S.E. winds; thunder showers.

## THE ROBINSON PIANO CO. LD.

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Great strength and Superior to anything in the Colony.

STEINWAY,  
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Hongkong, 25th October, 1905.

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THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Dock and Boilers.

Call Flag W.  
J. W. KEW,  
Manager,  
Hotel Mansions, 3rd Floor,  
Hongkong, 8th August, 1905.

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## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

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Hongkong, 4th September, 1905.

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## SIENTING.

SURGEON DENTIST.  
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TERMS VERY MODERATE  
Consultation Free  
Hongkong, 21st September, 1905.

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## CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE  
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowlin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. ERMEN.

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## NEW ADVERTISEMENTS

## LOST.

ON 25th April from H.M.S. "KENT" at Mira Bay  
ONE WHITEHEAD TORPEDO.  
A Reward not exceeding \$50 (fifty dollars) will be paid for its recovery.  
Position of ship at time of loss:  
N.W. End of Looe N. 49° N.  
Bate Head S. 2° E.  
Gau Tau Island S. 22° E.  
Apply to—H.M.S. "TAMAR"  
Hongkong, 7th May, 1906. [1023]

## CLUB GERMANIA.

## NOTICE.

THE NINTH YEARLY GENERAL MEETING of the Members of the Club Germania will be held in the Club House, on TUESDAY, the 15th May, 1906, at 6 P.M.  
By Order, C. W. HEUSER, Hon. Secretary.  
Hongkong, 5th May, 1906. [1019]

## NOTICE OF REMOVAL.

D. SWAN has REMOVED from No. 7, Alexandra Buildings to 18, BANK BUILDINGS, 1st Floor, next to Shanghai Life Insurance Co.  
Hongkong, 4th May, 1906. [1012]

## NOTICE OF REMOVAL.

MESSRS. L. M. ALVARES & Co. have this day REMOVED their Office to the 2nd Floor of No. 8, Des Voeux Road Central, above the office of Messrs. Johnson, Stokes and Master.  
Hongkong, 1st May, 1906 [989]

## WANTED.

A YOUNG CLERK, must be a Quick Writer and Typist.  
Apply to—ROBINSON PIANO CO.  
Hongkong, 3rd May, 1906. [1006]

## DOCTOR WANTED.

TO act as SURGEON on an Emigrant Steamer.  
For Particulars, apply to BUTTERFIELD & SWIRE.  
Hongkong, 23rd April, 1906. [945]

## NOTICE.

MR. P. W. GOLDRING's connection with the firm of Messrs. BRUTTON, HETT and GOLDRING having been severed by mutual consent, the business heretofore carried on under that name will as from this date be continued at Nos. 39, 41 and 43, Des Voeux Road, under the name of Messrs. BRUTTON & HETT, and Mr. P. W. GOLDRING will carry on business under his own name at No. 10, Queen's Road Central.  
Dated May 1, 1906.  
BRUTTON & HETT.  
PHILIP W. GOLDRING.  
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SALE OF THE WRECK OF THE CRUISER "SULLY."

TENDERS for the Purchase of the said WRECK will be received up to THURSDAY, the 5th of July, 1906, a.m.  
Written Tenders, worded to a Special Form, which will be shown at the FRENCH CONSULATE, Hongkong, should be sent under registered cover, to the Receveur des Domaines, at Hongkong.  
The "SULLY" will be SOLD as she lies. She is broken in two parts and is in deep water (about 17 metres) in the "Passé Henriette," Along Bay.  
The total weight of the wreck is about 7,000 tons, including:  
Steel Belt ... about 2,300 tons.  
Steel Hull, Masts, etc. ... 3,300 "  
Machinery (Steel, Pig-Iron, Brass, Bronze) 1,310 "  
Torpedoes, Arms and Ammunition which might be found as or about the wreck will have to be handed to the FRENCH NAVAL AUTHORITIES.  
For particulars, apply to the FRENCH CONSULATE, Hongkong.  
By Order,  
GASTON LIEBERT, Consul de France.  
Hongkong, 16th April, 1906. [986]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.  
I have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted to receive and deliver perishable goods.  
WM. FARLANE, Manager.  
Hongkong, 16th November, 1901. [147]

RUINART PERE & FILS, REIMS.  
Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal).  
LAUTS, WEGENER & CO.  
Sole Agents.  
Hongkong, 17th May, 1905. [122]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 1/- per Share free of tax for account of the Twelve months ending last February, has been declared by the Directors of the above Company. Coupon No. 6 is payable immediately at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, or the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, on and after this date, to Shareholders of Record on the 9th April, 1906.  
By Order of the Board of Directors,  
SHEWAN, TOMES & Co., Agents.  
Hongkong, 1st May, 1906. [1009]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zetland Street, TO-MORROW (TUESDAY), the 8th May, 1906, at 11 a.m.  
TOWELS, CARPETS, TEA SETS, GLASSWARE, MUSLIN, FLANNELS, JAPANESE and CHINESE SILK GOODS, HANDKERCHIEFS, SHAWLS, PUTTI-COATS, CUSHIONS, BEDCOVERS, &c.  
Also,  
A Small Lot of WATCHES and JEWELLERY, &c.;  
And 9 BALES CORKS.  
TERMS:—As usual.  
F. KIENE, Auctioneer.  
Hongkong, 1st May, 1906. [996]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zetland Street, On THURSDAY, the 10th May, 1906, at 2.30 p.m., 2 VALUABLE STAMP COLLECTIONS, also a Few Hundred SETS of STAMPS.  
TERMS:—As usual.  
F. KIENE, Auctioneer.  
Hongkong, 4th May, 1906. [1015]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On SATURDAY, the 12th May, 1906, for Account of the Concerned, at the Residence, No. 2, Antium Terrace, Des Voeux Road, Kowloon, A Quantity of Valuable FURNITURE, CARPETS, RUGS (Large and Small), PICTURES, ENGRAVINGS, FILTER, GLASSWARE, &c., &c.  
Also,  
A VICTORIA GRAMAPHONE, in Perfect Condition.  
TERMS:—As usual.  
On View from Friday, 11th May.  
F. KIENE, Auctioneer.  
Hongkong, 3rd May, 1906. [1010]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 14th June, 1906, at 11 a.m., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, COMPLETE CEMENT FACTORY, originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Amuly Charlamyevitch Tetukow, of St. Petersburg.  
The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:  
Locomobiles ... (Wolff, Magdeburg).  
MILLING MACHINES ... (Smidt, Copenhagen).  
COOLING INSTALLATIONS (Atlas Fabr.).  
ELECTRICAL ... (Allg. Elec. Comp.).  
TANKS, &c. ... (Orenstein & Kippel).  
All in all the whole plant is very nearly the same as the Factory Kjeksdorff, near Malmo, in Sweden.  
Specifications of the Machines and Accessories as well as any further information may be obtained from—  
SIEMSEN & Co., Hamburg & Hongkong, and LAWRENCE RUBINOFF, in St. Petersburg, Wassili 0-tor, 4 Linie, Hans No. 5, as well as from the Auctioneers, Messrs. HUGHES & HUGH, Hongkong, 1st May, 1906. [997]

## PUBLIC COMPANIES

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Offices of the Company in ALEXANDRA BUILDINGS, on SATURDAY, the 12th instant, at 11.30 a.m., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1905.  
The REGISTER of SHARES will be CLOSED ON WEDNESDAY, the 9th inst., to TUESDAY, the 15th inst., both days inclusive, during which period no Transfer of Shares will be Registered.  
JOHN D. HUMPHREYS & SON, General Managers.  
Hongkong, 1st May, 1906. [1003]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Offices, St. George's Building, on SATURDAY, the 12th May, at 12 o'clock NOON, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1906, and electing Directors and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from 28th April to 12th May, both days inclusive.  
By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 24th April, 1906. [996]

THE YANGTSE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of TWENTY-FIVE Per Cent. being FIFTEEN DOLLARS per Share, on the Paid-Up Capital of the above Association, has been declared payable in Tails at Exchange 73, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, or the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, on and after this date, to Shareholders of Record on the 9th April, 1906.  
By Order of the Board of Directors,  
F. A. CUMMING, Acting Secretary.  
Shanghai, 19th April, 1906. [982]

## FOR SALE

## FOR SALE, or TO LET.

THE WANCHAI PROPERTY of GEO. FENWICK & Co., Ltd., Engineers and Shipbuilders: Comprising portions of Marine Lots Nos. 31 and 36; approximate area 43,000 square feet.  
Or, a portion of Marine Lot at North Point, 20 feet depth of water at Wharf; suitable for godowns, &c.  
For further particulars apply to the Company.  
Hongkong, 25th April, 1906. [123]

## FOR SALE OR TO LET.

AT THE PEAK.

AN ELEVEN-ROOMED HOUSE, with Dressing, Drying and Bathrooms; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.  
For Particulars and Terms, apply to—SHEWAN, TOMES & Co.  
Hongkong, 16th March, 1905. [57]

## BOARD AND RESIDENCE

FIRST-CLASS BOARD AND RESIDENCE AT "BRASSIDE." A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.  
Apply to—Mrs. F. W. WATTS, "Brasside," 20, Macdonnell Road.  
Hongkong, 27th June, 1905. [43]

## BOARD AND RESIDENCE.

ONE LARGE FRONT BEDROOM with Bath for one or two Gentlemen.  
Apply to—No. 2, KNOTSFORD TERRACE, Kowloon.  
Hongkong, 23rd March, 1906. [704]

## BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD.  
Hongkong, 20th September 1905. [673]

## TO LET

## TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Voeux Road; cool quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—REUTER, BROCKELMANN & Co., Prince's Buildings.  
Hongkong, 20th March, 1906. [678]

## TO LET.

NEW "KINGSCLERE" with Stables entrance in both Kennedy and Macdonnell Roads.  
For full particulars, apply to—LINSTAD & DAVIS, Alexandra Buildings, 3rd Floor.  
Hongkong, 17th February, 1905. [82]

## TO LET.

STILLINGFLEET, PEAK ROAD, Five Rooms, Good View of Harbour.  
Apply to—E. EZRA, Care of D. Sassoon & Co., Ltd.  
Hongkong, 3rd May, 1906. [1007]

## TO LET.

HOUSES IN AUSTIN AVENUE, Kowloon. No. 5, GRANVILLE AVENUE, Kowloon. No. 7, EAST TERRACE, Kowloon, Furnished. For 4 months from 1st of May next.  
Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Agents.  
Hongkong, 4th April, 1906. [390]

## TO LET.

SEYMOUR ROAD LOWER, No. 31. STONEHAVEN, Robinson Road, No. 35. TANG YUEN, Macdonnell Road, No. 18 (6 Rooms). No. 59, CAINE ROAD. ICE HOUSE STREET, No. 6 (1st Floor, 5 Rooms). PRAYA EAST, No. 91, Top Floor (Godown).  
Apply to—SAM WANG CO., LTD., 81, Queen's Road Central.  
Hongkong, 6th February, 1906. [368]

## TO LET.

NO. 3 and 4, "FAIRVIEW" ROBINSON ROAD, Kowloon. 2ND FLOOR No. 12, Queen's Road Central. Kowloon Marine Lot 47 with Wharf.  
Apply to—LEIGH & ORANGE, 1, Des Voeux Road.  
Hongkong, 23rd March, 1906. [501]

## TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in WONG NEI CHONG ROAD. A HOUSE in RIFON TERRACE. FLATS in MORRISON TERRACE. "EXMOOR" CONDUIT ROAD.  
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st March, 1906. [524]

## HONGKONG CLUB.

## TO LET.

TWO ROOMS on the Ground Floor of the annex from 1st September next, suitable for Office. For particulars apply to the undersigned.  
C. H. GRACE, Secretary.  
Hongkong, 1st June, 1905. [110]

## TO LET

## TO LET.

NO. 15, KNOTSFORD TERRACE KOWLOON.  
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 2nd December, 1905. [77]

## TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floor with Godowns can be let separately or as one Apply to—CHUNG SHUN KOO, First Floor, No. 10, Queen's Road Central.  
Hongkong, 19th July, 1905. [81]

## TO LET.

FURNISHED ROOMS, with or without Board, Near Ferry, Kowloon. Tennis Court attached.  
Apply—"M. E." Care of "Daily Press" Office.  
Hongkong, 2nd March, 1906. [543]

## TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.  
Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 23rd June, 1905. [75]

## TO LET.

NOS. 5, 6 & 21, BELLIOS TERRACE. No. 4, ALBANY. Newly Painted and Colourshed 9 Rooms, fine position and well suited for a Bachelor's Mess. No. 13, BEACONSFIELD ARCADE, Shop. "BROCKHURST," PEAK, from 1st March, 1906. "CLOVELLY," PEAK Road, Furnished, Hot and Cold Water laid on to Bathrooms; Electric Light throughout the House. Two Tennis Courts and Garden. 24, BELLIOS TERRACE, Corner House. 2ND FLOOR in Central position, contains Four Large Rooms, Bathroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.  
Apply to—LINSTAD & DAVIS, 3rd Floor, Alexandra Buildings.  
Hongkong, 7th February, 1906. [83]

## TO LET.

THE ACACIAS & "THE GROVE" having 26 ROOMS with TENNIS COURT and Detached Out-House and Kitchen, situated in Robinson Road, Kowloon. Well ventilated; Electric Lights and Bells completely installed. Suitable for a First-Class Hotel.  
Apply to—E. M. HAZELAND, 35, Queen's Road Central, or WING ON, Contractor, 34, D'Almeida Street.  
Hongkong, 21st April, 1906. [933]

## TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo. Floor Area, 8,100 square feet each.  
Apply to—JARDINE, MATHESON & CO., Hongkong, 20th January, 1906. [256]

## TO LET.

NO. 2, OLD BAILEY. Apply to—ARRATON & V. APCAR & Co., 45, Wyndham Street.  
Hongkong, 27th April, 1906. [971]

## HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.  
Apply to—THE SECRETARY, Hongkong Hotel Co., Ltd.  
Hongkong, 9th March, 1906. [583]

## OFFICE TO LET

IN ALEXANDRA BUILDINGS. Apply to—A. S. WATSON & Co., Ltd., Alexandra Buildings.  
Hongkong, 23rd April, 1906. [946]

## TO LET.

"LIGONEIL," near Peak Tram Station. Furnished, from 1st June to 30th September.  
Apply to—S. J. DAVID & CO.  
Hongkong, 23rd April, 1906. [944]

## TO LET.

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.  
Apply to—WONG CHEE SANG, Care of YEE SANG FAT & Co.  
Hongkong, 30th November, 1905. [107]

## TO LET.

"HAYTOR"—THE PEAK. Immediate possession.  
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 19th March, 1906. [655]

## TO LET.

NO. 2, MACDONNELL ROAD. GODOWN (Small) No. 32A, Praya East.  
Apply to—COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. [80]

## TO LET.

FURNISHED or UNFURNISHED, No. 4, Robinson Road, 5 Rooms, corner House, central position. "G." Apply to—Care of "Daily Press" Office.  
Hongkong, 17th April, 1906. [894]

## BANKS

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP... Sh. Tels 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.  
BRANCHES:  
Berlin, Calcutta, Hankow, Peking, Tientsin, Yunnan, Tsingtau, Yokohama.

Founded by the following Banks and Bankers:—  
KÖNIGLICHE SIEBENBUNDEN (PREUSSISCHE STAATSBANK) Berlin.  
DIREKTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEICHRODER BERLINER HANDELS-GESELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WARSHAUER & CO. MENDELSSOHN & CO. M. A. VON ROTHSCHILD & SOHNE JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG SAL. OPPENHEIM, JR., & Co. Koenig. BAYERISCHE HYPOTHEKEN-UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENT DISCOUNT BANK (BERLIN), LONDON AGENT INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. HUGO STURER, Manager.  
Hongkong 1st May, 1906. [127]

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ... Yen 24,000,000  
CAPITAL PAID-UP ... " 18,000,000  
CAPITAL UNPAID ... " 6,000,000  
RESERVE FUND ... " 10,000,000  
SPECIAL RESERVE FUND ... " 1,000,000  
HEAD OFFICE—YOKOHAMA.  
BRANCHES AND AGENCIES:  
Tokyo, Kobe, Nagasaki, Osaka, Lyons, New York, London, Honolulu, Bombay, San Francisco, Tientsin, Newchwang, Shanghai, Peking, Hankow, Dalny, Chiofoo, Tientsin, Port Arthur.

LONDON BANKERS. THE LONDON JOINT STOCK BANK, LIMITED. PARIS BANK, LIMITED. THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 4 1/2 per cent. " 6 " 4 " " 3 " 3 1/2 " " 1 " 3 " " TAKEO TAKAMICHI, Manager.  
Hongkong, 27th March, 1906. [613]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000  
SUBSCRIBED ... " 1,250,000  
PAID-UP ... " 625,000  
RESERVE FUND ... " 125,000  
BANKERS: LONDON JOINT STOCK BANK, LIMITED.  
INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent on the Daily balance. On Fixed Deposits:—  
For 12 months ... 4 1/2 %  
" 6 " ... 4 %  
" 3 " ... 3 1/2 %  
" 1 " ... 3 %  
E. ORMISTON, Manager.  
Hongkong, 28th March, 1906. [26]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.  
PAID UP CAPITAL FL. 45,000,000 (£3,750,000). RESERVE FUND ... FL. 5,000,000 (£417,000).  
HEAD OFFICE IN AMSTERDAM.  
BRANCHES: Singapore, Penang, Shanghai, Rangoon, Samarra, Sourabaya, Cheribon, Tegal, Paoanjan, Pasuruan, Tjilatjap, Batang, Medan (Deli), Palembang, Kotabradja, (Acheen) Telok-Semawe, (Acheen) Landjeermain.  
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.  
LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.  
INTEREST ALLOWED.  
On Current Accounts 2 1/2 per cent on daily balance.  
Fixed Deposits 12 months 4 1/2 per cent.  
" 6 " 4 " do.  
" 3 " 3 1/2 " do.  
" 1 " 3 " do.  
L. ENGEL, Agent.  
Hongkong, 1st March, 1906. [525]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent per annum. Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.  
Hongkong, 1st May, 1902. [24]

## BANKS

## INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.  
CAPITAL AND SURPLUS AUTHORIZED ... Gold \$10,000,000  
CAPITAL PAID UP ... " Gold \$3,250,000  
RESERVE FUND ... " Gold \$3,250,000  
HEAD OFFICE: New York.  
LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World. LONDON BANKERS.  
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.  
UNION OF LONDON AND SMITH'S BANK, LIMITED.  
BRITISH LINEN COMPANY BANK.  
The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:—  
For 12 months 4 1/2 per cent. per annum.  
" 3 " 4 " "  
" 1 " 3 " "  
H. PINCKNEY, Manager.  
Queen's Road, Central, Hongkong, 20th September, 1905. [942]

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)  
CAPITAL SUBSCRIBED ... Yen 5,000,000  
CAPITAL PAID-UP ... " 2,500,000  
HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Anso, Kobe, Tainan, Amoy, Nagasaki, Tamsui, Foochow, Osaka, Tokyo, Keelung, Shanghai, Yokohama.

HONGKONG OFFICE:

3, DES VOEUX ROAD.  
Interest allowed on Current Account. Deposits received on terms which may be learned on application.  
S. SHIGENAGA, Manager.  
Hongkong, 1st November 1904. [999]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ... £300,000  
RESERVE LIABILITY OF SHAREHOLDERS ... £280,000  
RESERVE FUND ... £275,000  
INTEREST allowed on Current Account at the rate of 2 1/2 per cent on the Daily balance. On Fixed Deposits for 12 months 4 per cent. " 6 " 3 1/2 " " 3 " 3 " " T. P. COLEMAN, Manager.  
Hongkong, 15th May, 1905. [114]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000  
RESERVE FUND ... \$10,000,000  
STERLING RESERVE ... \$10,000,000  
SILVER RESERVE ... \$10,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

Mr. M. C. W. BRIDGES—Chairman.  
E. G. Goss, Esq., N. A. S. Esq., C. E. Leemann, Esq., Hon. Mr. R. Sheehan, G. H. Medhurst, Esq., H. A. W. Slade, Esq., D. M. Nisim, Esq., A. J. Raymond, Esq., H. E. Tomkins, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH

# Abbey's Effervescent Salt

Your Stomach is the key to your health.

If you keep your Stomach healthy, you are sure to be well.

If you use Abbey's Salt it will keep your Stomach in such perfect condition that you simply can't help being well.

When your trouble comes from the Stomach, Abbey's Salt is the right thing to take—don't forget that.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Salt Co., Ltd., 144, Queen Victoria Street, London, E.C.

## S. MOUTRIE & CO., LTD.

HONGKONG

SHANGHAI TIENTSIN

HAVE JUST RECEIVED

THE ORCHESTRELLER CO'S

LATEST CREATION

THE

PIANOLA PIANO.

Price £115.

PERFECT IN EVERY DETAIL AND FINISH

RECITALS DAILY.

INSPECTION INVITED.

PIANOS FOR HIRE AND PURCHASE.

Special Terms for Tuning by Contract.

Tenants from Messrs. BRINSMED & BROADWOODS.

York Building, Chater Road.

Hongkong, 1st March, 1906.

[527]

DAVID CORSE & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TAPPAULING  
ARNOLD, KARBURG & CO.  
Sole Agents

A. LING & CO.,  
FURNITURE STORE,  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and FOOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903.

[592]

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
BIRMINGHAM & CO.  
Hongkong, 3rd October, 1905.

[45]

The British Medical Journal says: "Benger's Food has been established a reputation of its own."

# Benger's Food

A delicious, highly nutritive, and most easily digested Food, specially prepared for Infants and for Adults whose digestive powers have been weakened by illness or advancing years. The experience of thousands has proved that this Food can be enjoyed and assimilated when others disagree.

A Lady writes:—"Humanly speaking, Benger's Food entirely saved my baby's life. I had tried four well-known foods, but he could digest nothing, and we began to despair. He now roars and fetches rapidly."

Benger's Food is in tins of chemists, etc., everywhere.

## LLOYD'S REGISTER SHIPBUILDING RETURNS.

These returns, for the quarter ended 31st March, include the following figures:—  
Vessels under construction.—It appears that, excluding warships, there were 547 vessels of 1,401,822 tons gross under construction in the United Kingdom at the close of the quarter ended 31st March, 1906. The particulars of the vessels in question are as follows:—

Description.	No.	Gross Tonnage.
Steam.	510	1,394,128
Steel	510	1,394,128
Iron	1	500
Wood and Composite	36	7,254
Total	547	1,401,822

The tonnage under construction in the United Kingdom at the end of March, 1906, shows a steady increase since December, 1905, and the present figures are within 12,000 tons of the total reached in September, 1901, which is the highest on record. As compared with the return for the December, 1905, quarter the figures show an increase of 46,000 tons, while the total for September, 1905, is now exceeded by over 70,000 tons.

Of the vessels under construction in the United Kingdom at the end of March, 427 of 1,025,114 tons are under the supervision of the Surveyors of Lloyd's Register with a view to classification by this Society. In addition, 120 vessels of 153,551 tons are building abroad with a view to classification. The total building at the present time under the supervision of Lloyd's Register is, thus, 497 vessels of 1,178,665 tons. Details of this total follow:—

No.	Gross Tonnage.
Building in United Kingdom for home account, for sale, etc.	362 ... 887,968
Building in United Kingdom for foreign and colonial account.	65 ... 149,176
Building abroad for United Kingdom Owners.	7 ... 1,140
Building abroad for foreign account.	58 ... 157,431
Total building on 31st March for classification in Lloyd's Register Book.	490 ... 1,186,715

## SHARE REPORT.

Messrs. Erich George and Co., in their weekly share list, dated May 4th state:—A moderate cash business has been done during the week under review in a variety of stocks, but rates show hardly any change. The sterling demand rate on London has advanced to 2s. 1½d., while rates on Shanghai are unchanged, as well as the rate from Shanghai on Hong Kong. Barometer in London is quoted 29.8, and Consols 289½.

BAKING SUGARS.—Hongkong and Shanghai sales at 83½ and 83½, and more shares are offered at the lower figure; the London rate is 290. Nationals sold and continue in demand at 338.

MARINE INSURANCE SHARES.—Nothing has been done in stocks under this heading, but Unions can be placed at 37½ ex the interim dividend of 30 per share paid on 30th ultimo, and China Traders at 314 ex the interim dividend of 30 per share paid on 30th ultimo. North China are quoted 28½, ex the interim dividend of 7.6d. (at 2s. 10 15/16d.—Tia. 2.62) per share paid on last instant. Yangtzes are quoted 37½, and Cantons have buyers at 335½.

FIRE INSURANCE SHARES.—No business has been reported. Hongkongs are quiet at 330½, and Chinas are obtainable at 336.

SHIPPING SHARES.—A few Hongkong, Canton and Messrs. steamboat shares sold at 82½, and more are offered. Indo-China have dropped to 32½; Shanghai wires Tia. 67 sellers, and London quotes 210. China and Manilas have sales and buyers at 319. Douglases sold and are wanted at 340. Star Ferries sold in small lots at 332 for old and 32 for new shares. Shells have sellers at 27½, which is also the London quotation, Hongkong Steam Waterboats fetched 39.

REVENUE SHARES.—China Sugars hung fire and, in the absence of actual cash sales, we stick to the nominal quotation of 175 sellers; a sale at 180 for end of August is reported. Lunsoms are not wanted at 325.

MINING SHARES.—Nothing doing and no change to report.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Dock Company Shares sold at 163 and 164, and have sellers at the higher rate. Peninsular sold at 32½, but close with sellers at 32. New Amoy Docks have buyers at 17. Parkmans are on offer. Indo-China have dropped to 32½; Shanghai wires Tia. 67 sellers, and London quotes 210. China and Manilas have sales and buyers at 319. Douglases sold and are wanted at 340. Star Ferries sold in small lots at 332 for old and 32 for new shares. Shells have sellers at 27½, which is also the London quotation, Hongkong Steam Waterboats fetched 39.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investment and Agency Company's shares are in demand at 119, but no shares are offering. Kowloon Lands are firm at 33. West Point changed hands at 33, and Hongkong Hotels at 132. Humphreys' Estates can be placed at 31.60. Shanghai Lands have advanced Tia. 119.

COTTON MILLS.—Scotchess have improved Tia. 320; other Shanghai Mills are unchanged. Hongkong Cottons sold and have sellers at 316. SUNDRY MANUFACTURING COMPANIES.—China Light and Powers sold at 110½. Electric (old) have sellers at 317; the new issue sold at 316½; Bell's Asbestos have buyers at 37½. Dairy Farms sold at 316. Green Island Cements changed hands at 32½, and a few more are on offer. Other stocks under this heading unchanged.

MISCELLANEOUS.—China Providents have been done at 39. Langkats have buyers in the north at Tia. 24½. A. S. Watsons sold and are wanted at 113½; Wm. Powells fetched 110½, but more shares are obtainable. Other stocks under this heading unchanged.

## THE ALDRSHOT RAGGING CASE.

Lieut. Clark Kennedy's account of the "ragging" is worth reproducing.

On the President of the Court asking him what took place on the night of March 15th, he said he did wish to give any information against his brother officers. The President, however, at once replied that the inquiry being official, he was bound to assist by giving every information in his power. Lieutenant Clark-Kennedy then said that he returned from sick leave on March 15th, and went down to the ante-room before mess. There he noticed that his brother officers received him very coldly, and would not speak to him. After dinner he went to his room to write a letter, and later, four officers came up and told him that they had come to take him to the billiard room to try him by court-martial. With an escort of two on either side, he was taken downstairs, and found a mock court assembled. Lieutenant Jolliffe read out the charges against him. They were that Major Whiston, the medical officer in charge of the brigade, had reported that on the occasion of his examining him during his illness he had found him in a filthy condition, that his teeth looked as though they had not been cleaned for months, that his mouth was in a filthy state, and that he was suffering from a dirty disease called the itch. He reported the first part of the charges, but said that he had had "seidies" before Christmas, but had quite recovered before Major Whiston saw him during his last illness. He had contracted the disease some weeks before Christmas. He did not know what it was, so he consulted his own doctor in London, who treated him. Afterwards he saw Major Whiston, who told him to go away to be cured. He went on sick leave, and after a course of baths returned cured. He sent in his papers to go away in January, and the mock court charged him with having told the colonel a lie on that occasion. He refused to discuss that matter with them at all, and it was dropped. He was told to stand at ease and at that he was in the room, and he refused to say anything to them except that he was not dirty. He was taken outside the room, and afterwards taken back again, when the sentence was read. After abusing him for about ten minutes they ordered him to strip. There was a bath in the room, and he could see that it was no use to resist, so he took off all his clothes.

They told him to get into the bath, and he did so, and several jugs of cold water were poured over him. Then a grey mixture was poured over his back, and he was told to get up what it was, but there was material in it. His pillow was opened and the contents were emptied over him, and jam was smeared all over his head. They did not put the mixture on his face. He started cleaning himself and got into bed. Two officers who took no part in the affair came up and asked if he was all right. Later his clothes were brought up and dropped inside his room. Lieutenant Jolliffe came up and threatened the sergeant that was in the room with him while he was in bed. He jumped up and was thrown back, while Lieutenant Jolliffe called out to the other officers in the passage that he had "gone for him." Fearing that they would attempt more on him, he looked the door, and when they attempted to break it down he put on an overcoat over his pyjamas, put on a cap and boots, and jumped out of the window. He went to the Queen's Hotel where he stayed that night, telling the night porter to carry his bag and to send any of his brother officers follow him. Next day he saw the Adjutant, who said that Major Whiston had reported that he was in a filthy filthy condition. He saw Colonel Cathbert later and went off to London. His health broke down in consequence of the treatment he had received, and he was ordered to lie up. That was the only occasion on which he had told the full story of the affair except to his father and doctor. He gave the names of the officers who were present at the mock court-martial and the part each took.

Questioned by Lord Robert Cecil, Mr. Clark-Kennedy said that he joined the regiment in August, and in September he found himself suffering from the itch. He was at Pirbright at the time, and did not consult Major Whiston until October or November. He sent in his papers in January on a matter of expense. His father had arranged to allow him £500 a year and provide uniform, etc. He subscribed to all the regimental institutions, but found his allowance insufficient. "That was why he sent in his papers." Closely questioned, the witness admitted that, since joining the regiment seven months ago he had received about £370, and that his regimental expenses had not been more than £210. He had paid about £50, all outstanding debts, and had got through the remainder of the money outside the regiment. His father had written to Colonel Cathbert giving a certain reason why he was short of money. That reason was not true. His father said that he had been spending money on women. He admitted going up to London frequently and returning to Aldershot late at night. He could not say that he had not spent any money on women. He did not complain of any ill-treatment from his brother officers except for that one affair. He had been court-martialled before by his brother officers for wearing a coat they objected to.—Asked if it had ever been made a subject of accusation against him that he had not sufficient money, or that he did not spend enough, he said no. When he sent in his papers the Colonel said he had not been truthful, and the Adjutant had told him he was going to London too frequently. He was never advised to clear out of the regiment and was always happy in it until this affair.

Colonel Cathbert, the officer commanding the battalion, and now cashiered, was then called. He said that early in March the Adjutant made an official statement that Major Whiston had reported that Lieutenant Clark-Kennedy had been found to be in a filthy filthy state, and that he was suffering from itch. He was horrified, and expressed disgust that anyone of

Lieutenant Clark Kennedy's social standing, and brought up at Eton, should be found in such a shocking condition. He said that it was not a matter he could personally deal with, and suggested that the only way was that the Lieutenant should be dealt with by his brother soldiers, meaning, that they should bring moral persuasion to bear on him to amend his dirty habits. He did not foresee what was going to follow from his remark. He heard of the affair early on the morning of the 16th March, and at once sent for Lieutenant C. F. B. Hamilton, the senior subaltern. He got from him a statement of what took place. He placed Lieutenant Hamilton under arrest. He saw Lieutenant Clark-Kennedy at the orderly-room the same morning, and gave him leave to go to London.

## COTTON TRADE.

A New York despatch dated March 26, says:—Dry goods merchants in this market are jubilant over the results already in evidence owing to the new Philippine tariff laws. Yesterday manufacturers and sellers of American made prints were in receipt of cables from Manila calling for large quantities of goods, which merchants in the Manila market are now entering under the new tariff, which enables them to compete with foreign made goods. The orders which have been received, it is believed, are only the forerunners of a very heavy business to come in the Philippine Islands on American cotton goods.

For more than half a century the trade in the Philippine Islands has been practically closed to American manufacturers from the fact that the tariff regulations governing the entry of cotton fabrics were made under the old Spanish regime and were such as to militate against the cloth construction that could be turned out by American looms, and favouring in every way the products of England and continental Europe. When the first attempts were made by the American officials in the Philippines to readjust the tariff schedule, they were not properly posted on the technicalities affecting the manufacture of cotton fabrics and so failed to provide for the advantage of American goods on an equitable basis with foreign goods.

As it was manifest that the United States Government was not holding an antagonistic position toward American manufacturers, representative merchants and manufacturers succeeded in getting a proper hearing before the War Department, which still has control of the Philippine Islands, and the work of revising the schedules of the tariff for the islands was given into the hands of a competent committee. Upon the recommendations which they presented to the secretary of war, he reported favourably to the Philippine tariff committee.

The tariff of 100 per cent. is to be levied on all cotton fabrics printed or woven and made in double widths and split. To those who are familiar with the export trade it is apparent just how important this proviso of the act is. By the fact that all European cotton manufacturers have wide looms and are able to manufacture fabrics on 52-inch looms with adjustments on the room to admit of the running of a heavy thread through the centre to indicate a false selvage, they have been able to make, in one operation, cloths which could afterwards be slit down the centre and thus conform to the narrow width that is needed for trading in the Philippine and Oriental markets.

The American mills being almost wholly equipped with narrow looms have been obliged to go through practically two processes to produce cloth to compete with European and English manufacturers. Of course, the increased labour on the American goods enhanced their selling price and prevented them from gaining a strong foothold in the Philippines. By the imposition of the tariff, practically all foreign competition is prevented from the islands and the standard American cloths of all grades are now capable of being introduced at a profitable figure in the Philippines. The beneficial effect of this measure works to the advantage of the American manufacturer as well as to the Philippines.

One of the incongruities of the old Spanish tariff was the fact that no difference was made between the twilled yarn fabrics and jacquards and the cheapest printed cloths. One and all were excluded from the Philippine territory, for they had to pay uniform duties and the American products, not conforming to the old weights, counts and constructions, could not successfully enter the markets.

The bill known as "an act to revise and amend the tariff laws of the Philippine Islands" passed Congress and received the signature of President Roosevelt, Feb. 26. The act will become a law 60 days from the date of signing, and under it all goods now in transit to the Philippines will be admitted.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents. 731

## MAIL TABLES

AS OFFICIALLY PREPARED

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Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

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MAINZ-GERMANY.

HIGHEST AWARDS WHEREVER EXHIBITED.

[38-19]

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TO-NIGHT

SPECIAL TRAM WILL BE RUN TO THE PEAK AFTER THE PERFORMANCE.

LONDON'S GREATEST SENSATION.

THE GREAT THURSTON,  
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WITH SIXTEEN ASSISTANTS & THIRTY TONS OF BAGGAGE.

EXTRA SPECIAL ATTRACTIONS.

WINFIELD BLAKE and MISS MAUD AMBER,

THE POPULAR COMIC OPERA STARS.

NOTE.—16 PROPS, 30 TONS OF BAGGAGE, £10,000 EXPENDED.

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PRICE OF ADMISSION: Dress Circle, 3s; Stalls, 2s; Pit, 1s; SOLDIERS and SAILORS in Uniform Half-Price to Pit and Stalls.

H. P. LYONS, Touring Manager.

It pays you to buy the best,  
& the best of all cocoas  
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**Van Houten's Cocoa**

Try it.  
It is a pure soluble cocoa with a delicious natural flavour which you cannot fail to enjoy.  
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"A perfect beverage, combining Strength, Purity and Solubility."—MEDICAL ANNUAL.

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1925-3

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The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

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Safest and most Effective Aperient for Regular Use.

**DINNEFORD'S MAGNESIA**

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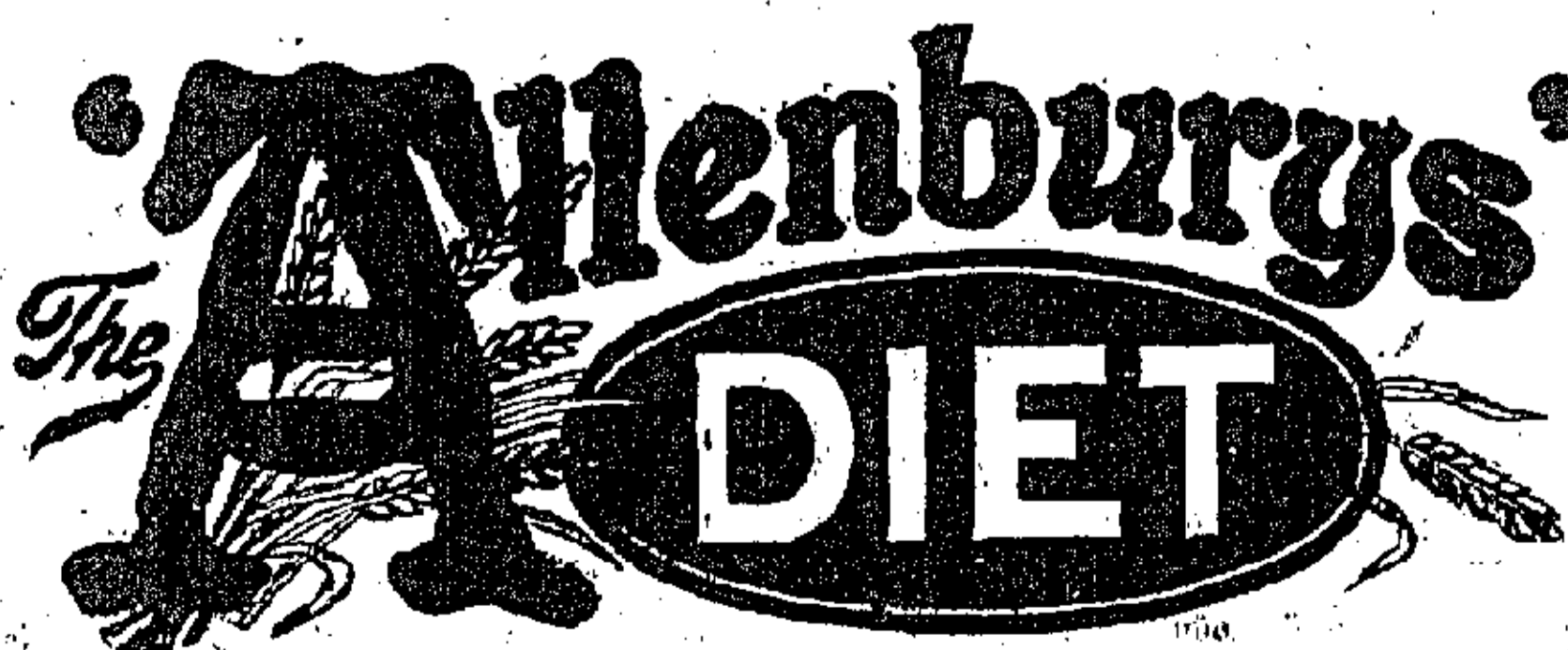
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The "Allenburys" DIET is for Adults and is quite distinct from the "Allenburys" Foods for Infants.

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This DIET is recommended in place of ordinary milk foods, gruel, etc. Whilst acceptable to all as a light nourishment it is particularly adapted to the needs of Dyspeptics, Invalids and the Aged.

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## SHIPPING.

## ARRIVALS.

ANCHOR, British str., 1,701, B. de Bon, 5th May—Kuching 1st May, Cral.—Butterfield & Swire.

BELLICOURT, British str., 6,427, T. Bartlett, 6th May—Shanghai 3rd May, General.—Butterfield & Swire.

CHOTANG, British str., 1,421, T. W. Selby, 6th May—Shanghai 3rd May, General.—Butterfield & Swire.

DAGNY, Norwegian str., 4th May, from Canton.

ELISABETH RICKMERS, German str., 1,120, W. Holscher, 5th May—Kobe and Shanghai 2nd May, General.—Sander, Wierler & Co.

EMMA LUYKEN, German str., 1,150, Corand, 4th May—Saigon 30th April, Rice and General.—Chinese.

FALK, Norwegian str., 1,339, G. M. Gundiram, 5th May—Hornoe 28th April, Timber.—Sander, Wierler & Co.

FILIPPO ARTELLI, Austrian str., 3,782, A. E. Raimondo, 5th May—Kobe and Shanghai 2nd May, General.—Sander, Wierler & Co.

FOOCHOW, British str., 4th May, from Canton.

HAIMUN, British str., 1,215, A. J. Robson, 5th May—Amoy 3rd May, and Swatow 4th May, General.—Douglas Laing & Co.

KWANGLOE, Chinese str., 1,168, R. L. Linton, 6th May—Shanghai 2nd May, General.—Chinese.

RAJABUR, German str., 1,189, Roslophy, 5th May—Bangkok and Hoihow 4th May, Rice.—Butterfield & Swire.

SANDAKAN, German str., 1,793, Wengiv, 5th May—Bangkok 28th April, Rice.—N.D.L.

YCHOOW, British str., 1,307, J. H. Brown, 5th May—Shanghai 2nd May, General.—Butterfield & Swire.

YUNNAN, British str., 5th May, from Canton.

## DEPARTURES.

BENMOHR, British str., for Japan.

CAIRO, Norwegian str., for Japan.

DEVANIA, British str., for Europe.

GLANDUCHI, British str., for Shanghai.

HANOI, French str., for Haiphong.

KASSALA, British str., for Brisbane.

NEUMUNSTER, German str., for Rangoon.

PALAT, German str., for Bangkok.

PRIN, Norwegian str., for Saigon.

SINCEA, British str., for New York.

SOISANG, British str., for Calcutta.

TARRIER, Norwegian str., for Bangkok.

TELEMACHUS, British str., for Saigon.

ZAFIRO, British str., for Manila.

ANDRE RICKMERS, Ger. str., for Bangkok.

DAGNY, Norwegian str., for Bangkok.

DARWIN, British str., for Japan.

PALADION HALL, British str., for Bangkok.

FOOCHOW, British str., for Chinkiang.

HAILAN, French str., for Peking.

HELENE, German str., for Hoihow.

HONGKONG, British str., for Amoy.

LUCIA VICTORIA, Italian str., for Vladivostok.

MONADNOCK, U.S. monitor, for Manila.

PERANANG, German str., for Bangkok.

POCASSET, British str., for Yokohama.

RAJIN, Norwegian str., for Bangkok.

REYER, Norwegian str., for Batavia.

YUNNAN, British str., for Fochow.

## SHIPPING REPORTS.

The Austrian str. *Filippo Arrelli* reports: Foggy weather last two days.

The Chinese str. *Kwanglo* reports: Light variable winds and fine weather with smooth sea throughout.

The British str. *Bellerophon* reports: Moderate to light variable winds, hazy and overcast, smooth sea.

The British str. *Choyang* reports: Experienced very foggy weather at entrance to Yangtze-Kiang, and from thence to Swatow light N.E. winds with hazy weather. From Swatow light easterly winds, smooth sea, with dense fog outside Hongkong on Saturday morning.

The British str. *Ychoow* reports: Light variable winds and smooth sea, overcast weather from Shanghai to Breaker Point; from thence to port thick foggy weather. Passed a quantity of wood painted white and some green, evidently cabin fittings of single island.

## VESSELS IN DOCK.

ANCHORED DOCKS.—*Terrier*, *Thyra*.  
KOWI ON DOCKS.—U.S.S. *Harry*, U.S.S. *Dainbridge*, *Brant*, *Longue*, *Alta*, *Sungking*, *Lia Tan*, U.S.S. *Monadnock*, *Amiral de Beaumont*, *Huiphong*, *Kumang*, *Tienan*, *Pame*, *OSM* COLT'S DOCK.—*Heim*.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

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Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 8th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAING & CO., General Managers.

Hongkong, 5th May, 1906. [102]

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will leave for the above places on WEDNESDAY, the 6th inst., P.M.

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Hongkong, 3rd May, 1906. [101]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAME	PLAC & BIRTH	FOR FREIGHT APPLY TO
LONDON & ANTWERP	BENVENUE	Brit. str.	GIBB, LIVINGSTON & Co.
LONDON & ANTWERP	MANILA	Brit. str.	P. & O. S. N. Co.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	SEAWAN, TOMES & Co.
AMSTERDAM, LONDON & ANTWERP	BELLEROPHON	Brit. str.	BUTTERFIELD & SWIRE
AMSTERDAM, LONDON & ANTWERP	MOYUNE	Brit. str.	BUTTERFIELD & SWIRE
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	BUTTERFIELD & SWIRE
AMSTERDAM, LONDON & ANTWERP	DEVONIAH	Brit. str.	MESSAGERIES MARITIMES
MARSEILLES, LONDON & ANTWERP	POLYNESIAN	Brit. str.	SEAWAN, TOMES & Co.
MARSEILLES, LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	HAMBURG-AMERICA LINE
MARSEILLES, LONDON & ANTWERP	JETRIA	Ger. str.	HAMBURG-AMERICA LINE
MARSEILLES, HAVRE & HAMBURG	C. FRED. LAEISZ	Ger. str.	HAMBURG-AMERICA LINE
BREMEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	MELCHERS & Co.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	HAMBURG-AMERICA LINE
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	HAMBURG-AMERICA LINE
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	HAMBURG-AMERICA LINE
TRIESTE, &c. VIA SINGAPORE, &c.	ACILIA	Ger. str.	HAMBURG-AMERICA LINE
GENOA, MARSEILLES & LIVERPOOL	BUNANIA	Ger. str.	HAMBURG-AMERICA LINE
GENOA, MARSEILLES & LIVERPOOL	FILIPPO ARTELLI	Aus. str.	HAMBURG-AMERICA LINE
NEW YORK	CAUCHAS	Brit. str.	BUTTERFIELD & SWIRE
NEW YORK VIA PORTS & SUEZ CANAL	GLAUCUS	Brit. str.	BUTTERFIELD & SWIRE
NEW YORK VIA PORTS & SUEZ CANAL	VANDALIA	Ger. str.	BUTTERFIELD & SWIRE
VANCOUVER VIA SHANGHAI JAPAN, &c.	RANSAY	Am. str.	SEAWAN, TOMES & Co.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	EMPEROR OF JAPAN	Brit. str.	DODWELL & Co., Ltd.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TARTAR	Brit. str.	SEAWAN, TOMES & Co.
SEATTLE VIA SHANGHAI & JAPAN	TYRUS	Brit. str.	SEAWAN, TOMES & Co.
PORTLAND, OREGON VIA SHANGHAI, &c.	MINNESOTA	Am. str.	CANADIAN PACIFIC R. Co.
CALLAO	ABARIA	Ger. str.	BUTTERFIELD & SWIRE
AUSTRALIAN PORTS VIA MANILA	SHANTUNG	Brit. str.	BUTTERFIELD & SWIRE
AUSTRALIAN PORTS VIA ZAMBOANGA	WILLEHAD	Ger. str.	BUTTERFIELD & SWIRE
AUSTRALIAN PORTS VIA MANILA	TSINAN	Brit. str.	BUTTERFIELD & SWIRE
VLADIVOSTOK	EASTERN	Brit. str.	BUTTERFIELD & SWIRE
YOKOHAMA & KOBE	ORANGE BRANCH	Brit. str.	BUTTERFIELD & SWIRE
MOJI, YOKOHAMA & KOBE	TSINAN	Brit. str.	BUTTERFIELD & SWIRE
JAPAN VIA SHANGHAI	KAISER	Brit. str.	BUTTERFIELD & SWIRE
CHEFOO, TSINGTAO & NEW HANG	KAISER	Brit. str.	BUTTERFIELD & SWIRE
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	OSAKA SHOSHU KAISHA
SHANGHAI	ESANG	Brit. str.	JARDINE, MATHESON & Co.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	Ger. str.	MELCHERS & Co.
SHANGHAI, KOBE & YOKOHAMA	GAEKWAR	Aus. str.	SANDER, WIELER & Co.
SHANGHAI	KWANGSI	Brit. str.	BUTTERFIELD & SWIRE
SHANGHAI VIA SWATOW, AMOY & FOCHOW	AKAIKI MARU	Jap. str.	OSAKA SHOSHU KAISHA
TAMUUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	OSAKA SHOSHU KAISHA
ANPING VIA SWATOW & AMOY	MATSUBU MARU	Jap. str.	OSAKA SHOSHU KAISHA
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	DOUGLAS LAING & Co.
MANILA	TEAN	Brit. str.	BUTTERFIELD & SWIRE
MANILA	YUENANG	Brit. str.	JARDINE, MATHESON & Co.
MANILA	RUBI	Brit. str.	SEAWAN, TOMES & Co.
MANILA	ZAFIRO	Brit. str.	SEAWAN, TOMES & Co.
CEBU & ILOILO	BUNGKANG	Brit. str.	BUTTERFIELD & SWIRE
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	JARDINE, MATHESON & Co.
SINGAPORE & BOMBAY	PEKIN	Brit. str.	P. & O. S. N. Co.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	CARLOWITZ & Co.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

SINGAPORE and BOMBAY... {PEKIN} 9th May, P.M. } Freight only.

LONDON and ANTWERP... {MANILA} About 9th May } Freight and Passage.

COLOMBO and PORT... {A.W. Anderson, R.N.E.} May } Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd May, 1906. [1]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI 2540 R. Almond Manila On 12th May, Noon.

ZAFIRO 2540 R. Rodger Manila On 19th May, Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 7th May, 1906. [15]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "RAMSAY" ... About 20th May, 1906.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 6th April, 1906. [18]

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG & CALCUTTA "KUMSANG" ... Tuesday, 8th May, 3 P.M.

SHANGHAI "ESANG" ... Tuesday, 8th May, 4 P.M.

MANILA "YUENANG" ... Friday, 11th May, 4 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Po.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 3rd May, 1906. [13]

## GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA"

(EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"MINNESOTA," Captain J. H. LINDER, On TUESDAY, 12th JUNE, 1906.

"DAKOTA," Captain E. FRANKER, On SATURDAY, 21st JULY, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all ports of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, AGENTS.

Hongkong, 20th December, 1905. [20]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific in the "EMPERESS LINE," Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons ... WEDNESDAY, 9th May ... 30th May.

"TARTAR" 4,425 " ... WEDNESDAY, 23rd May ... 16th June.

"EMPERESS OF CHINA" 6,000 " ... WEDNESDAY, 30th May ... 20th June.

"EMPERESS OF INDIA" 6,000 " ... WEDNESDAY, 20th June ... 11th July.

"ATHENIAN" 3,852 " ... WEDNESDAY, 27th June ... 21st July.

"EMPERESS OF JAPAN" 6,000 " ... WEDNESDAY, 11th July ... 1st Aug.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, ... via St. Lawrence 280; via New York 262.

Intermediate on Steamers ... 240, " ... 242.

and 1st Class Rail ... " ... ".

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, corner Paddar Street and Praya, opposite Blake Pier.

[6]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL AT NOON

"ABARIA" 4,483 Motzenhain May 22nd, 1906.

"ARAGONIA" 5,198 Ernst June 11th, 1906.

"NICOMEDIA" 4,976 Wagmann June 21st, 1906.

"NUMANTIA" 4,970 Feldmann July 14th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 29th March, 1906. [18]

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR PIUMI AND TRIESTE (DIRECT),

Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Chartered Steamship

"FILIPPO ARTELLI"

Captain Radonich, will be despatched as above on or about the 8th May.

This Steamer has accommodation for passengers. Electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Princes' Buildings, Hongkong, 16th April, 1906. [3]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE"

Captain Kroble, will be despatched as above on SATURDAY, the 12th May.

To be followed by

"BENALDER" and "BENMOHR."

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th April, 1906. [881]

COMPAGNIE DES MESSEAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADELAIDE, SUEZ, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"POLYNESIEN"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 15th May, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.  
FORTNIGHTLY SAILINGS TO LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"TYDEUS" .....	On 12th May.
GLASGOW and LIVERPOOL...	"HYSON" .....	On 15th May.
GLASGOW and LIVERPOOL...	"GLAUCUS" .....	On 17th May.
GLASGOW and LIVERPOOL...	"RHIPESUS" .....	On 23rd May.
GLASGOW and LIVERPOOL...	"IDOMENEUS" .....	On 31st May.
GLASGOW and LIVERPOOL...	"AJAX" .....	On 7th June.
GLASGOW and LIVERPOOL...	"MEMNON" .....	On 14th June.
GLASGOW and LIVERPOOL...	"STENTOR" .....	On 21st June.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP .....	"BELLEROPHON" .....	On 8th May.
GENOA, MARSEILLES and LIVERPOOL .....	"CALCHAS" .....	On 20th May.
AMSTERDAM, LONDON and ANTWERP .....	"MOYUNE" .....	On 22nd May.
AMSTERDAM, LONDON and ANTWERP .....	"JASON" .....	On 5th June.
AMSTERDAM, LONDON and ANTWERP .....	"DEUCALION" .....	On 19th June.
GENOA, MARSEILLES and LIVERPOOL .....	"GLAUCUS" .....	On 30th June.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO- HAMA .....	"TYDEUS" .....	On 16th May.
	"STENTOR" .....	On 10th June.

## WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST .....	"YANGTZE" .....	On 25th May.
	"KEEMUN" .....	On 16th June.

For Freight, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS. [9-10]

Hongkong, 30th April, 1906.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE .....	"TSINAN" .....	On 8th May.
MANILA .....	"TEAN" .....	On 8th May.
CHIEFOO, TSINGTAO & NEWCHWANG SHANGHAI .....	"KALGAN" .....	On 9th May.
CEBU and LOILO .....	"KUNGSANG" .....	On 15th May.
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE .....	"TSINAN" .....	On 30th May.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified  
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

## REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS. [11]

Hongkong, 7th May, 1906.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Cap. n.	Sailing Date.
TREMONT .....	9,606	T. W. Garlick .....	On 26th May.
LYRA .....	4,417	G. V. Williams .....	On 3rd July.
SHAWMUT .....	9,606	E. V. Roberts .....	On 27th July.
TREMONT .....	9,606	T. W. Garlick .....	On 22nd August.

Cargo only.

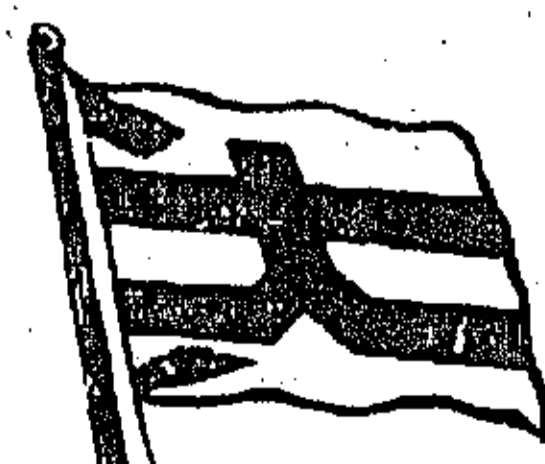
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

ARROL EXPRESS TO THE UNITED STATES AND CANADA.  
For full rates, information apply to—

**DODWELL & CO., LIMITED,**  
GENERAL AGENTS. [7]

QUEEN'S BUILDINGS,  
Hongkong 25th April, 1906.



# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMSAI VIA SWATOW AND AMOY .....	"DAIGI MARU" .....	SUNDAY, 13th May, at 10 A.M.
SHANGHAI VIA SWATOW AND AMOY .....	"SHOSHU MARU" .....	TUESDAY, 8th May, at 10 A.M.
AMOI AND FOOCHOW AND AMOY .....	"MAIDZURU MARU" .....	WEDNESDAY, 13th May, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW .....	"AKAISHI MARU" .....	THURSDAY, 17th May, at 10 A.M.

These Steamers have excellent accommodation for First-class Passengers, and are fitted  
throughout with electric light. Unrivaled Table.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
Second Floor, No. 1, Queen's Building.  
Hongkong, 3rd May, 1906.

T. ABIMA, Manager. [14]

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SACHSEN .....	9th May
PRINZ HEINRICH .....	23rd May
ROON .....	30th May
PREUSSEN .....	6th June
ZETEN .....	20th June
GRISSENAU .....	4th July
HAYERN .....	18th July
PRINZ REGENT LUITPOLD .....	1st August
PRINZ EITEL FRIEDRICH .....	15th August
SACHSEN .....	29th August
SACHSEN .....	12th September

ON WEDNESDAY, the 9th day of MAY, 1906, at NOON, the Steamship  
"SACHSEN," Captain Potosius, with MAILS, PASSENGERS, SPECIE and  
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 7th May. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 8th May, and Parcels  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR .....	\$21 0 0	\$13 0 0	\$22 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG .....	\$21 0 0	\$13 0 0	\$22 0 0

TO NEW YORK VIA SUEZ  
via NAPLES, GENOA or GIBRALTAR ..... \$4 0 0 | \$4 0 0 | \$6 0 0 |

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar  
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co. from  
SINGAPORE TO CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERDISCUSSION OF THE VOYAGE IN EGYPT:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	TONS	SAILING DATES
WILLEHAD .....	4783 tons	TUESDAY, 29th May.
PRINZ WALDEMAR .....	3227 tons	TUESDAY, 26th June.
PRINZ SIGISMUND .....	3302 tons	TUESDAY, 24th July.

ON TUESDAY, the 29th MAY, at NOON, the Steamship "WILLEHAD," Captain  
Obenauer, with Mails, Passengers and Cargo, will leave this Port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA .....	\$50.—	\$30.—	\$20.—
TO NEW GUINEA .....	\$28.—	\$18.10	\$14.00
TO SYDNEY .....	\$28.—	\$21.—	\$14.—
TO MELBOURNE .....	\$28.10	\$24.10	\$14.—
TO YOKOHAMA .....	\$30.00	\$20.00	\$14.00
TO KOBE .....	\$35.00	\$25.00	\$15.00
TO YOKOHAMA and back from KOBE TO HONGKONG .....	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class  
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$27. 0 0  
TO EUROPE VIA AUSTRALIA AND AMERICA ..... \$36. 0 0 |  |  |

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San  
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

## EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, ROON .....	Wednesday, 9th May.
KOBE & YOKOHAMA .....	Wednesday, 9th May.
YOKOHAMA and KOBE .....	Wednesday, 9th May.
SHANGHAI, NAGASAKI, PREUSSEN .....	Wednesday, 23rd May.
KOBE & YOKOHAMA .....	

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

TO	1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton .....	\$22 0 0	\$13 0 0	\$8 0 0
To Bremen .....	\$22 0 0	\$13 0 0	\$8 0 0
To Paris via Cherbourg .....	\$22 0 0	\$13 0 0	\$8 0 0
To Naples, Genoa via Gibraltar .....	\$22 0 0	\$13 0 0	\$8 0 0

## NORDDEUTSCHER LLOYD

For further Particulars, apply to

**MELCHERS & CO., AGENTS.** [5]

# HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, LAMSTERHAM, ROTTERDAM, COPENHAGEN,  
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TUNIS, GENOA, PORTS IN THE  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight & Passengers.
SILVIA .....	HAYRE, BREMEN and HAMBURG .....	On 12th May	Freight.
JOHANN .....	(Calling at Singapore, Penang and Colombo) .....	On 15th May	Freight.
JOHANN .....	MARSEILLES and HAMBURG .....	On 1st June	Freight.
JOHANN .....	(Calling at Singapore, Penang and Colombo) .....	On 1st June	Freight.
JOHANN .....	MARSEILLES, HAYRE and HAMBURG .....	On 3rd June	Freight.
JOHANN .....	(Calling at Singapore, Penang and Colombo) .....	On 3rd June	Freight.
JOHANN .....	HAYRE and HAMBURG .....	On 14th June	Freight.
JOHANN .....	(Calling at Singapore, Penang and Colombo) .....	On 28th June	Freight.
JOHANN .....	HAYRE and HAMBURG .....	On 12th July	Freight.
JOHANN .....	(Calling at Singapore, Penang and Colombo) .....	On 12th July	Freight.
JOHANN .....	HAYRE and HAMBURG .....	On 10th May	Freight.
JOHANN .....	(Calling at Singapore, Penang and Colombo) .....	On 10th May	Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of these  
steamers. Saloon and cabins amply lighted throughout by electricity. Duly qualified  
doctor is carried.

For Further Particulars, apply to

## HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, KING'S BUILDING.

"SHIRE" LINE OF STEAMERS.  
MARSEILLE, LONDON & ANTWERP

THE Steamship  
"MERIONETHSHIRE" ..... will be despatched for the above Ports on or about the 10th May. |

For freight and further particulars, apply to  
**SHEWAN, TOMES & Co.,**  
Agents. [781]

Hongkong, 12th April, 1906.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of April	JAPAN via SHANGHAI	First half of May
TJIMAH	JAVA	Second half of May	JAPAN via SHANGHAI	Second half of May
TJILIWONG.	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIPANAS.	JAVA	First half of June	JAPAN via SHANGHAI	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands India ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 376. [16]

York Buildings, 1st Floor.  
Hongkong, 2nd May, 1906.

## VESSELS ON THE BEAT

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers  
to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA,  
also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS up to CALTAJO.

(Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENCIA, ALICANTE, ALMERIA and  
MALAGA.)

THE Steamship

"ISCHIA,"

Captain Cogliolo, will be despatched as above  
on THURSDAY, the 10th inst., at NOON.  
At Bombay the Steamer is discharging in  
Victoria Dock.

For further particulars regarding Freight  
and Passage, apply to

**CARLOWITZ & Co.,**  
Agents. [4]

Hongkong, 2nd May, 1906.

## FOR VLADIVOSTOCK.

THE Steamship

"ORANGE BRANCH" 3435 Tons.

will be despatched for VLADIVOSTOCK  
about the end of May, to be followed by  
"VINE BRANCH" 3443 Tons.

For Freight, etc., apply to

**DODWELL & Co., Ltd.,**  
Agents. [938]

Hongkong, 21st April, 1906.

## SHIPPING IN PORT.

STEAMERS.

ADMIRAL DE BRAMONT, French str., Offert,  
2nd May—Haiphong 25th April—Wilks  
and Jack.

ANONIM, German str., 1901, D. Reimers, 2nd  
May—Bangkok 25th April, Rice.—Butter-  
field & Swire.

BORNEO, German str., 2165, F. Sembill, 4th  
May—Sandakan 25th April, Tinian.—  
Melchers & Co.

BEARD, Norwegian str., 1520, M. Evensen, 2nd  
May—Chinkiang 14th March, General.—  
Chinese.

CAIRO, Norwegian str., 1381, J. Larsen, 2nd  
April—Moj 21st April, Coal.—Augard,  
Thorpe & Co.

CHIVAN, Chinese str., 1177, Stewart, 2nd  
May—Shanghai 25th April, General.—  
Chinese.

COPIC, British str., 2744, Wm. Finch, 2nd  
May—San Francisco 31st March, Mails and  
General.—O. & S. N. Co.

DAIJI KOTOHIMA MARU, Japanese str., 4167,  
T. Arachi, 21st May—Nagasaki and Kobe via  
Karatsu, Caud and General.—Bismark & Co.

DERWENT, British str., 1600, Jenkins, 2nd  
May—Chinkiang 27th April, Rice and  
General.—Chinese.

EASTERN, British str., 3586, G. H. Powell, 4th  
May—Australia and Manila 2nd May,  
General.—Gibb, Livingston & Co.

EMPEROR OF JAPAN, British str., 3038, Ry.  
Pybus, R.N.R., 1st May—Vancouver 9th  
April and Shanghai 25th April.—C.P.R.

ESANO, British steamer, 1127, L. A. Muir, 2nd  
May—Tientsin 25th April, General.—  
Chinese.

JARDIN, Matheson & Co., 3961, S. H.  
Grevory, A.P.A.C., British str., 3961, S. H.  
Bolton, 4th May—Calcutta via Straits 25th  
April, General.—D. Sassoon & Co.

HAIPIKONG, French dredger, Pannier, 2nd  
May—Haiphong 25th April.—Wilks and  
Jack.

HANS WAGNER, German str., 963, Kagemann,  
3rd May—Hilo 25th April, Sugar.—Lauis,  
Wegefer & Co.

HEIN, Norwegian str., 757, Erikson, 22nd April  
Bangkok 14th April, Rice.—Chinese.

